




# AROUND THE MARKS



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-  Thistle Orange Peel Regatta
-  Dirty Little Secrets
-  Travel Opportunities To Support Regional Race Operations
-  Carolina Sailing Foundation News

**OFFICERS:**  
COMMODORE:  
John Norton  
VICE COMMODORE:  
Joleen Rasmussen  
REAR COMMODORE:  
Roy Rysdon  
SECRETARY/TREASURER:  
David Brown

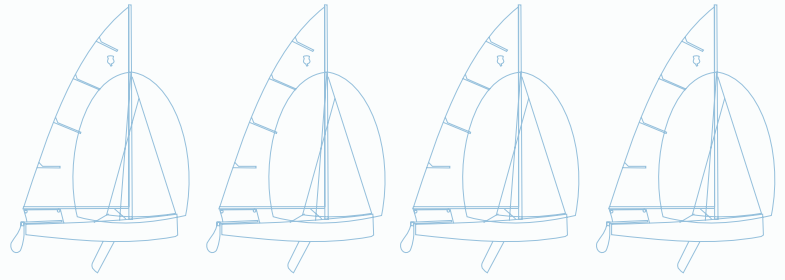
WOW! If the season ended next weekend I would say it's been a huge success. Already this year we had a great race management seminar, fantastic sailing, a super social and an excellent Commodore's Bash. You can read more about all the events and upcoming events elsewhere in the newsletter.

Like last year the Board is working hard and I appreciate the great job they are doing. One example of the board members dedication is this newsletter. The March Newsletter graphics were incredible. George McKim does a professional job that rivals any club, class or corporate brochure. I can't wait to see what he does with the April issue. PLEASE email this newsletter to anyone you think might be interested in learning more about the club. It will give a friend something to do at work.

If you haven't sent in your membership do it now. If you haven't signed up for RC do it now. We'd like to have all the business done in the early spring so we can go out and sail.

Planning has already started for the Governor's Cup, Oriental Sailing Social and Junior sailing. Please mark down all the dates in your calendar and get out and enjoy all the club has to offer.

John



## SOCIAL COMMITTEE REPORT

### Social Update:

We had a great Commodore's Bash on March 28th after some excellent racing at Jordan Lake, Vista Point. Over 40 members, guests and Junior sailors chowed down on cheeseburgers and hot dogs with side dishes provided by members. Thanks to Pat Backus, Sarah Crouch and J. R. Johnson for setting up and cooking.

As Jimmy would say, it was a "Cheeseburger in Paradise, making the best of every virtue and vice, and worth every dang bit of sacrifice"!!

Our next Monthly Social is April 23rd starting at 6:30pm at "Out of the Park" Sports Bar. Come on out and join us for good food, drink, and socializing. We often have a short seminar or a Q&A session on racing rules, tactics, and how to sail fast!

Fleet Captains have been notified on their fleet's assignment for the Kerr Lake Series Socials. Please help out and provide food & drink when your fleet contacts you.

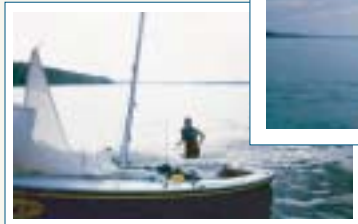
Alan Backus  
Social Chair



# JORDAN WINTER SERIES 3/7/04

The wind started at 3.3 knots and slowly decreased to 1.6 or less.  
 The results below are the results based on corrected time.

HELMSPERSON	CREW MEMBERS	CLASS	BOAT #	SCORES
1 - Pelosi, John	Howard Mendlovitz, Pat Terry	Lightning	14932	1,1,1
2 - Sheehan, Kevin	John McLaughlin, Cathy Martin	Thistle	3674	4,3,3
3 - Saunders, Barry	Susan Saunders	Jet 14		2,7,2
4 - Albert, Dan	Brian Albert, Greg Gath	Scot	2836	3,4,4
5 - Bridgers, Avis	Henry Bridgers	Lightning	15141	5,2,5
6 - Chobot, Stephen		Isotope	827	6,5,12
7 - Thompson, Tim	Robin Boyles	Tanzer	463	8,6,12
8 - Young, John	Bill Kass, Harry Cline	Tanzer	1534	7,9,12
9 - Ammann, Roland	Karyn Ammann, Dave Batchelor	Scot	1554	12,12,6
10 - Turner		Laser	none	10,8,12
11 - McKay		Laser	30072	9,10,12



# JUNIOR SAILING REPORT

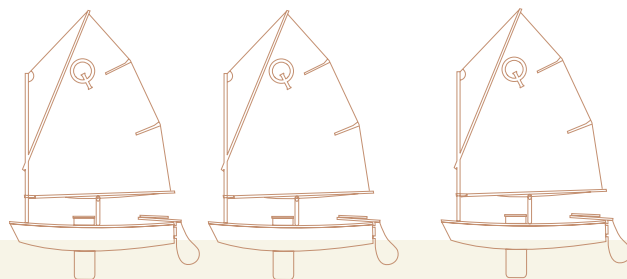
Our OPTI fleet is off to a rousing start this season with plenty of plans for the future. We have seasoned racing hands returning as well as an eager crop of novice sailors. If you haven't already signed up for the Kerr Lake series season, please do so as soon as possible (calendar and signup sheet in newsletter and on website.) The beginner session filled quickly, necessitating the scheduling of a second week of classes. If we get this much participation at Kerr, we will need to run two sessions a weekend!

We have an exciting season ahead of us. In addition to beginner instruction and the regular clinics at Kerr Lake, some of our sailors will be attending the "Sail Camp" at Lake Norman, June 13-18. If you are interested in this exciting and always fun experience, contact me for more information.

We are very lucky to have Tom Hudgens and Thomas McElroy as our coaches this year. Tom, many of you met last year and know from years of CSC service. He is a seaman of the highest caliber and counts innumerable Lightning (and other craft) trophies to his name. Most importantly, he has a deep love of sailing and the passion to share that love. Thomas comes to us from years of OPTI experience on the Chesapeake Bay where he taught youth sailing. They both enjoy working with children and promise to be a superb team.

Other volunteers that make our program possible include John Powell, our racing coordinator; the Russell kids for loaning their boats to beginner classes and Worth Lutz for keeping our equipment in good shape.

Upcoming events:  
 April 25- social  
 May 15&16- camp out



# 2004 Junior Sailing Registration Form

Name: \_\_\_\_\_

Age (must be 8 as of April 25 to participate): \_\_\_\_\_

Name of parent/guardian: \_\_\_\_\_

Address: \_\_\_\_\_

Phone numbers: \_\_\_\_\_

Are you a member of US Sailing? \_\_\_\_\_

Are you a member of Carolina Sailing Club? \_\_\_\_\_

Parents: how would you like to help-out?

towing boats    newsletter    land activities    race committee  
 social coordinator    equipment    fund-raising    t-shirts

Send registration information, including medical form, student agreement, liability release and check (made out to Carolina Sailing Foundation) to me:

Amy C. Grobin, 109 Cardiff Place, Chapel Hill, NC 27516  
Please give me a call or email (968-4618, [chistina.grobin@alumni.duke.edu](mailto:chistina.grobin@alumni.duke.edu))  
if you have any questions.



## *Junior Sailing Team Cookout*



Beech Shelter  
Lake Crabtree  
April 25 6 pm

ANY SAILORS are more than welcome  
OPTI beginners and family should plan to attend this event.  
OPTI racers come out and share your enthusiasm for the sport!

**Bring a POT LUCK dish to share**

Drinks and Dessert provided

(bring a stick to roast ....)

Please give me a call or email (Youth Director: Amy Grobin, 968-4618, [chistina.grobin@alumni.duke.edu](mailto:chistina.grobin@alumni.duke.edu)) to let me know you are coming or if you have any questions.

## Tanzer Monthly Report – April 2004

David and Paul Mobley decided to take an alternative to winter sailing at Lake Jordan and went to New Zealand and Australia in February. While in New Zealand, they arranged to go sailing on an America's Cup boat from 1999-2000 campaign in Auckland. Here's a report from both Paul and David of the experience.

### America's Cup Sailing – by Paul Mobley

As my Dad was planning our trip to New Zealand, he clearly had his priorities in order. Once we arrived from our 26 hour journey that

spanned three days of time zones, first on the agenda was sailing! When I say sailing, I'm not just talking about any sailing; I'm talking about America's Cup Sailing--Primo,

as the Kiwis would say. We hopped on board the NZ41; 80 feet long, 120 feet tall, 13 feet keel with a 20 ton torpedo of lead at the bottom. As the crew brought her out of the Auckland harbor with a retrofitted



half ton engine, the wind held around 10 knots after it had calmed down from a morning storm. We got out into the bay and started to hoist the main sail. Dad and I jumped on a grinder made for two people, one on each side. It took eight men to raise the sail and was not an easy task, but it has a self-cooling effect as it dumped a good amount of the morning's rain on my backside, while Dad was left dry. We then hoisted a spinnaker, and set course downwind. The crew handled the raising of the spinnaker and obviously needed our help, since they got it in a knot right away. Some sharp words were exchanged between the captain and crew so

and even someone on shore saw it and called up the captain immediately to poke fun at him. They got it worked out eventually after Dad and I gave them some pointers.

The captain clearly knew a good skipper when he saw one and asked Dad to take over the helm. He took to it like a natural, and the Captain noted, "You must sail with a spinnaker often."



Dad handled the ship excellently and handed off the helm after a while. We sat on the rails for a while and enjoyed the ride as the wind picked up to 15 knots. We had a sudden storm come up, as is common in New Zealand, and we changed our course just in time to outrun it. We headed upwind and I took over the helm and leaned it over thirty degrees! It was so exhilarating! It is the best cure for jet lag that we could possibly be. The sad part came when we had to get off and return to being landlubbers.



went up as the wind was behind us. After they finally got it up correctly, I took the helm, looked at the sail and set a course, surprised at how similar it was to sailing a Tanzer. The Captain suggested that I alter course about 10 degrees for max speed so I thought I had done pretty well. At the time, we were in a 7 knot breeze and the boat was doing 10 knots on a reach. I thought that was amazing. Paul took the helm when



the wind had picked up to around 15 knots, and we were going upwind. He made a couple of nice tacks and went to right to maximum

boat speed upwind of 9.8 knots along with the 30 degree angle of the boat.

## America's Cup Sailing – by David Mobley

Paul captured the thrill of the ride but I thought I would add a few details. As soon as we cleared the harbor, the spinnaker





While knowing and sensing that it was a high performance sailing machine, I

was surprised at how similar it was to sailing a Tanzer with all the major adjustments of sail shape and boat speed being very familiar. The Tanzer does sacrifice some speed but given that the America's Cup boat was about \$6 million at the time of launch, I decided that the Tanzer was a pretty good alternative for lake sailing in NC.



### **Tanzer's For Sale and Sail.**

The Tanzer 16 Class Association is buying used boats and reselling them to prospective sailors. To encourage racing, the Association will refund \$500 to the buyer who competes in 10 race days during the year. The Association has three boats for sale currently at approximately \$1500. Interested sailors should contact Bob Macklen at 919-876-4873.

### **Tanzer Spring Social**

The Tanzer Spring Social was held at the home of Donnie Holmes and Donna Parker on March 24. A lively group enjoyed lasagna with all the trimmings including libation. Naturally, the discussion centered on sailing as "wait til next year" is almost here. Everyone was excited about doing the maintenance to get ready (not really) and about the Tanzer Day at Lake Jordan on May 22 (really).



## Dirty Little Secrets

by Tina Tenret

As our waitress raced around filling our beer orders and our commodore raced around a Thistles district course somewhere far from here, a gang of CSC members met in the back room of a bar to trade secrets.

You're not being aggressive enough on the starting line if you're not **over early at least once every ten times**, barked our race committee chairman Joleen Rasmussen. Easy for her to say since she's not the one doing 360s and taking the hit – but what she means is, push the envelope! The other nine times, you'll start ahead of the pack.

Rules wizard Eric Rasmussen showed us how to use **barging** to your advantage at the start. A windward boat is not entitled to room to avoid a starting mark. That means a boat can approach the start right next to the committee boat with no room for another boat in between. If that windward boat tries to force her way in, she is "barging" and may have to pay a price if the leeward boat must alter course to prevent a collision.

Dave Batchelor of Layline fame spoke about **gaining trees**: if you're sailing neck and neck with another boat, you can tell which of you is going fastest by looking past the leech of their sail at the trees on shore. If you're seeing more

and more trees as you sail, you're gaining on him.

But if you can tell you won't clear the crossing boat, either **tack or duck**, depending on the wind's direction. **Lee-bow your competitor** by tacking just below him – since you'll wind up ahead, you'll give him dirty air. You will know you lee-bowed correctly if he would have T-boned you a second after you tacked (thankfully you tacked). His jib should be less than half boatlength away if you did this right. Just don't make him alter his course or you'll be back doing 360s!

**Don't try too hard to cross** – pinching too close to the wind can cost you, according to John McLaughlin. It is always tactically more advantageous to sail fast, even if you duck the boat. A well executed "duck" will increase your boat speed, putting you ahead of the other boat the next time you meet.

As you head down the home stretch, know whether your class of boat sails well **dead downwind** or prefers to be sailed at an angle, gybing downwind just as you tacked upwind. As Eric Rasmussen was kind enough to share, the extra speed of sailing the "hotter" angle more than makes up for the additional distance traveled. In light-moderate wind, it often pays to "sail hot", heading up a little to a faster point of sail. As the wind picks up, and you reach



hull speed, you can "sail deep", heading back down to sail a shorter course. When the wind gets very strong, sailing directly downwind can increase the danger of capsizing, so you might want to switch back to a broad reach.

And on those dead air summer days, you may want to break the rules – at least the rule of thumb that calls for full shape sail trim in light wind, flat shape in heavy wind. If the wind is very light, then a sail with a very full shape may not work because the wind cannot attach to the lee side of the sail. You'll go slow. Flatten the sail until the wind can flow along both sides without "detaching".

Finally, Tanzer convert Eric Rasmussen revealed his prized tactical trick, preventing a boat from tacking. Let's say you're on another boat's hip after rounding the leeward mark. Normally this would hurt you because you're getting dirty air from the boat ahead. But if you can hang on or get far enough to windward to stay out of her air, then you can wind up ahead. Here's why: You must keep clear of the leeward boat, but if she tacks, then she must keep clear of you while tacking. So if you can stay far enough away to keep clear but close enough so she can't tack and keep clear, then you gain control and can delay her way past

the layline to the next mark – or the finish. Then when you finally choose to tack, you'll be clear ahead! Eric says he's done this many times, passing another boat on the last beat to the finish.

Congratulations to all the sailors brave enough to share their secrets of success – but most of all, to the newcomers determined enough to learn them! As Olympic sailor Dave Perry says, the race just gets better if we sharpen our competition!

And now, here are some tactical tips from Dave:

### **Starting Line Strategy** --- by Dave Batchelor

At last month's social we added a tactics Q&A session. There was good discussion about a variety of topics. There were several questions about where to start on the line. There are lots of things to consider but the 2 most important are which end of the line is further upwind and which side of the course is favored. The location of the windward mark is much less important than you might think

### **Perspective**

I have often said that the best sailors seem to have an aerial view of the race course and analyze both strategic and tactical situations from this perspective.



David Dellenbaugh's magazine Speed&Smarts\* described a way for all of us to gain that perspective. It's called ladder rungs. It's a series of imaginary lines drawn perpendicular to the wind. Every boat on the same rung of that imaginary ladder is equally distant from the next ladder rung as a matter of geometry. See the diagram and play around with the idea until you are absolutely convinced this is true. We understand that you lose a little when you tack, but the distance sailed is the same. The equal distant between rungs is why the location of the windward mark is not very important. A boat anyplace along a square line is equal distance from a mark anywhere along the top rung, unless you are over standing the mark. When you are at the lake next time try standing up facing directly into the wind and hold your arms out on either side at 90° to the wind. You are the center point of a rung. Find other boats or markers on that line and then swing your arms to starboard a little. Notice that the boat on your port side is below the new imaginary, i.e., behind at that time. The starboard side boat gained in this shift. Notice also that the further the boats are away from you the more they gained or lost. This is referred to as leverage by today's journalist. Tacking lines on some boats are just a way to help visualize when other boats are

above or below the rung.

### Which end is Favored

Ladder rungs are the basis for deciding which end of the line is favored. Visualize the rung you are on and decide which end is above the line. Some people sail head-to-wind and hold their arms perpendicular to the wind, at least mentally, to decide which end of the starting line is further upwind. Another technique is to sail down the line and compare the compass direction of the boat to the median wind direction you have observed. This technique judges which end is upwind based on the average or median wind observed which is what most race committees use to set the line. If the wind is shifty and the lines and race are short, as at Jordan, the head-to-wind method gives you a quick read at that time. On short legs there may be only 0- 2 shifts and you need to get any advantage you can at the start. It also works well in large fleets with long lines because a 5° shift on a long line is a lot of distance. The run-the line method works well when the length of the line is short compared to a long windward leg where the wind will average out over the leg.

### Which Side of the Course is favored?

This is where you would sail to take advantage of better wind, a geographic shift caused by the



shore line or tide or current without other boats around. Hopefully someone better qualified than I will offer some tips next month.

### Where to Start?

This is based on balancing the advantage gained by starting at the upwind end of the line with your ability to sail toward the side of the course you believe has an advantage, i.e., a strategic or a tactical start. Strategy influences decisions about where to start and which side of the course to sail to get around the course the fastest in the absence of other boats. Tactics influences decisions about where to start and which side of the course to sail towards when you are influenced by other boats. This is where a good understanding of the rules is critical. You need to protect your rights to sail where you have an advantage and avoid becoming trapped.

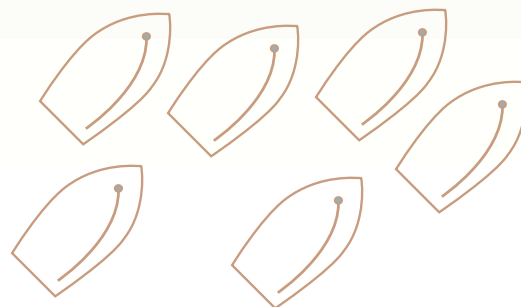
Short race decisions are more tactical than strategic unless you have the speed and position to have the freedom to sail just a strategic race. For long races Dellenbaugh recommends sailing the first legs based on strategic consideration. On subsequent legs using tactics will become more important as you protect your position or try to get past boats ahead using good tactics. One classical tactical mistake is not covering on the beat to the finish.

Been there, done that and have the tee shirt.

### Some sources that I find helpful are:

1. "Speed&Smarts" by David Dellenbaugh. This is my favorite newsletter/magazine. No ads, just a complete discussion about a single topic each time covering every topic of interest – tactics, strategy, sail trims, the rules... Only 12-14 pages, comes 10 times per year but the best for my money.
2. "Racing Rules of Sailing" by Dave Perry which is a great book on tactics and the rules.
3. "Performance Racing Tactics" by Bill Gladstone of North Sails is available in interactive CD as well as book form.

The books are available from Layline at 919-755-1901 or <http://www.layline.com/home.asp>



# THIS TLE ORANGE PEEL REGATTA

## Orange Peel Thistle Regatta, March 20-21 2004, Florida Yacht Club, Jacksonville Florida

On Sunday night 3-21 we returned from the Orange Peel Thistle Regatta in Jacksonville, Florida.



John and Jeremy on the lawn of the Florida Yacht Club Friday afternoon

What an event and what a weekend!!! Lots of sunshine, lots of wind (and lots of current), 24 boats registered, 22 boats competing and great facilities!

The short story is that we had nice long courses in nice strong winds for 3 races on Saturday and 2 races on Sunday. Great planing conditions on both days. We walked away with an 8th out of 22 boats. A personal best for me that

would not have been possible without having John Norton as a middle/ace tactician, and Jeremy Schulman as a super (new) forward. If you haven't been on a Thistle during planning conditions then you haven't lived (in my

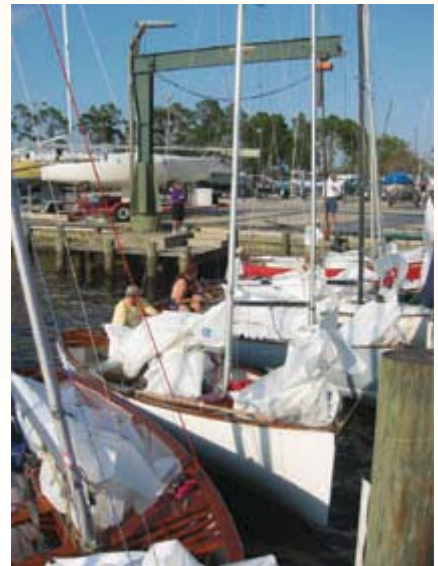
humble opinion). Here are some of the details of the regatta for those interested: Left Raleigh around 7:30 pm on Thursday night, got to

Paul Abdullah's house even later Thursday night.

The Florida Yacht Club hosts the event and they are right on the river south of the I-95 bridge and the Jacksonville skyline. Great club with some of the nicest facilities I have ever seen. Very large and beautiful sailing area on the river. Lunchtime on Friday brought

Sunshine but no wind (see the first and second photos).

Fresh off a win at the Thistle mid-winters west (MWW) in San Diego, and a win at the mid-winters east (MWE) in St. Pete, Skip Dieball (North Sails) brought us into the club house for some classroom whiteboard sessions. We picked up a few good rigging tips, and when we got out of the classroom the wind was stirring so we lifted 4 or 5 boats into the water and we had 3 short practice races with Skip riding around in a chase boat for observations.



Lunchtime on Friday brought Sunshine but no wind



Friday night we all went over to Greg Griffin's for pizza and beer, and Saturday morning brought some great sunshine and great wind.

First race on Saturday was a long MWL 2X with steady winds out of the East at 12-15 mph, we had a great start and ended up as the fourth or fifth boat at the first

windward mark (too bad it wasn't once around :-). Second and third races brought MWL w/triangle reaching mark on second time around, again with 12-15mph winds. We got the boat planing on one of the reaching legs each time and were pretty consistent for the day with a 10, 10, and a 9, for ninth overall.

Saturday night arrived with sore backs, and

arms and a great plate dinner of Mahi Mahi in the yacht club.

Sunday morning came in early with good winds and sunshine. Race 1 was a MWL x 2 with the



Spirit 3674 heading to weather

wind out of the West (180 degrees different from Saturday). Race 2 was also a MWL x 2 and the winds were building. We got to the first wind-ward mark,

popped the chute and turned on the "warp drive"...started planing right away, saw a few SPECTACULAR wipe outs and near wipe outs, and arrived at the leeward mark after what felt like a 60 second leg. We rounded the leeward mark into some very heavy wind (around 20mph) and seas (my poor new sails). After a very long beat to weather we were very happy to see an S flag

at the weather mark and we finished the second race there with an 8, for 8th overall after the 5 races.

At 7 hours door-to-door from N. Raleigh I would definitely recommend this regatta as a "mini Mid Winters East". We would all like to do MWE, but St. Pete is significantly further and it is hard to get away for the full week. The Orange Peel has elements of the Coach TCA class, a great facility, great competitors and most importantly...it was windy and 85 degrees!

Thanks again to John and Jeremy for a GREAT weekend of sailing!

If this sounds like fun, come on out and take a ride on a Thistle, and come on out for an away regatta. It is a lot of fun, and we are always looking for crew. Let's try to get some more CSC Thistlers down at the Orange Peel next year.



# TRAVEL OPPORTUNITIES TO HELP SUPPORT RACE OPERATIONS

Between two clubs, two fleets, race management, and Judge in Training, most all of our weekends are spent on sailing related activities from March 6-Nov 14. If you are interested in joining us on the road at regional sailing events supporting race operations, just let me know. It seems that people willing to serve on race committee are always welcomed.

Currently, we have scheduled:

**April 24-25, Lightning SELD,**  
Catawba Yacht Club, Lake Wylie, NC  
<http://www.sailsoutheast.org/2004CottonwoodNOR.htm>

We have not been to Lake Wylie before, but have wanted to get there. Catawba is also the home port of the Vanguard 15 fleet. Catawba has offered to host events for any of our fleets as well. Currently, the Lightnings sail there.

**Memorial Weekend, May 28, 30,  
NCYRA 2004 Championship,**  
Beaufort, NC  
<http://www.ncyra.org/>

We served as Judges/Race Committee last year and had a great time in Beaufort, NC. Big Boats, Mark racing in the Ocean.

**June 12,13, NC/SC Offshore  
Governor's Cup,**  
Long Bay Sailing Association,  
Myrtle Beach SC  
<http://www.longbaysailing.org/Pages/gc sch.htm>

This too will be a repeat visit for us. Once again, PHRF racing but with a very laid back attitude. And hey, if you would prefer to race, rather to run race committee, we can probably find you a spot.

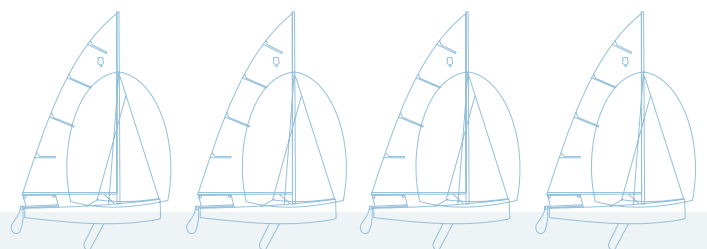
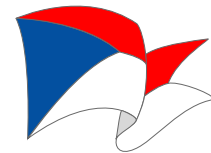
**August 14, 15 Spar Wars,**  
Hilton Head, SC  
<http://www.scyachtclub.com/SparWarsPhotos2003.htm>

NOR not yet posted. We may have a conflict with the Isotope Calendar this weekend. Just not enough weekends in a year.

**October 23, 24 Michelob Cup,**  
Black Water Yacht Racing Association,  
Smith Mountain, VA  
<http://home.carolina.rr.com/byra/michpic.html>

A true favorite of ours. This will be our fourth year serving as PRO at the Michelob Cup. Gives us an itch for big boats.

-Joleen  
US Sailing Club Race Officer



## Carolina Sailing Foundation Activities

The Foundation has experienced a banner year thus far!

- Monetary donations allowed us to pay off the debt we incurred in the purchase of last year's OPTIs.
- The profit from the sale of George Smart's Lightning to the Turner family will allow us to purchase a 5<sup>th</sup> OPTI this season.
- Paul Sadlowski's generous donation of a small motor craft gives the junior program a dedicated coach boat.
- The Foundation paid the test fees for many CSC members to become certified in race management.
- Will sponsor both the Governor's Cup and The Oriental Sailing Social

With your help 2004 will continue to be wildly successful. Your tax-deductible donations are always welcome to support the Foundation's mission of promoting the amateur sport of sailing in our area.



## THE 2004 GOVERNOR'S CUP REGATTA

Time to mark your calendar for the most spectacular Carolina Sailing Club event of the year - THE GOVERNOR'S CUP REGATTA! This year's regatta promises to be one of the best regattas in the region and if you only manage to sail in one CSC race this year, this is the race you need to participate in. Last year was a smashing success (despite the lack of co-operation from mother nature) and a good time was had by all. We are hoping to build on last year's success and have even more boats out on the lake this year. So patch up the ol' racing dinghy and make plans to join in the fun this year at the 2004 Governor's Cup Regatta on June 19th and 20th at Kerr Lake. See you there.



**For  
Sale**

The Tanzer 16 Class Association offers Tanzer 16 #379 for sale, \$1,200. This boat has a rich racing tradition, is equipped with a spinnaker, launching chute and trailer, and is approved by the Class Measurer as a good racing boat. Buyers must acquire a \$500 Racing Bond from the Class Association to be eligible to purchase boats from the Class Association. Racing Bonds are refunded by the Class Association after the new owner completes 10 races during any calendar year.

Contact Pete Thorn for details  
pthorn@nc.rr.com

## **LONG DISTANCE CATAMARAN CREW WANTED**

New member Bill Setzer is actively seeking a crew for a long distance catamaran race May 09, 2004. From Sandy Hook, NJ to the Statue of Liberty and back. Open ocean racing. Big Iron (ships) traffic. Swift currents. 2 up crews required. From a Isotope to Hobie, Nacras, Inters, A cats, etc.

Do we have any Isotope sailors up for a challenge or others that want to ride a cat??

Roy Rysdon New Member and Rear Commodore.

## **INSURE YOUR BOAT**

Over the winter we have had a couple of boats collide with each other and sometimes the Race Committee boats. Please remember if found at fault you are responsible for the repair of the damaged boat. More than once a barging boat has collided with an anchored RC boat causing damage. I was at a regatta in Jacksonville recently and a Thistle mast became entangled with an outrigger on a sport fishing boat that was acting as the signal boat for RC. As a result the outrigger was bent and needed to be replaced to the tune of \$1500. I have personally been involved in a collision that neither boat was found at fault so we split the repairs which cost both our insurance companies \$1500. There are many ways to obtain insurance. US sailing has just announced a plan for members. You can find more information at:  
<http://www.ussailing.org/membership/insurance/index.htm/On e-Design%20Insurance>

You may also want to talk to your insurance agent and see if it can be added to your homeowners policy.



# THISTLE CREW UNIVERSITY - TCU

Hi folks,

I would like to schedule the first Thistle Crew University for Saturday April 24th at Lake Jordan (Informal sailing series day).

John and I have pulled together a formal course and we have a number of folks that have already signed up for a learning session.

We will also be doing some additional promotion of the event in the coming weeks.

Please plan on bringing your Thistles down to the lake on April 24th for the class. If you want to leave one or both of your crew at home that would be a bonus too! The idea of the class is to provide some formal hands-on land-based training and then to split up the students between all of the boats and send them out for some real training during the informal racing.

Please let me know if you will be able to bring your boat down to the lake on April 24th.

Kevin Sheehan  
Thistle 3674 "Spirit"



**For  
Sale**

The Tanzer 16 Class Association offers Tanzer 16 #566 for sale, \$1,200. This boat has an excellent galvanized Performance trailer with 10" wheels, a new style anodized rudder and rudder head, a blue canvas deck cover and is approved by the Class Measurer to be a good racing boat, with a few minor improvements. It appears this boat has never been raced. It has very few modifications from stock factory issue. Sails and running rigging are original and the boat is in good condition.

Buyers must acquire a \$500 Racing Bond from the Class Association to be eligible to purchase boats from the Class Association. Racing Bonds are refunded by the Class Association after the new owner completes 10 races during any calendar year.

Contact Pete Thorn for details [pthorn@nc.rr.com](mailto:pthorn@nc.rr.com)



The inaugural Flying Scot Atlantic Coast Championship will be held in Edenton August 7<sup>th</sup> and 8<sup>th</sup> hosted by Flying Scot Fleet 27(CSC) and the Edenton Yacht Club. The event will also be the district championship for the Carolinas Scot sailors. This is a great sailing venue with hoist for launching and a large harbor protected by a sea wall. The southern hospitality is top notch and we will have a great race committee. CSC commodore John Norton and other CSC folks will be in charge of the windward mark and jibe mark boats. Claude Summers who is a member at LNYC and helps with our junior program will be in charge of the line set boat. The PRO John Slater and most of the signal boat team from last years Flying Scot NACs at Lake Norman will run the races.

This event is being held as part of the Edenton Bay Challenge, an annual regatta. Tanzer 16s and Windmills will share the course with the Scots sailing on the Albemarle Sound. We partitioned the Flying Scot Sailing Association for sanctioning as the Atlantic Coast Championship during the recent Midwinter's and there was good enthusiasm for the event. The Carolinas District and the Capital districts will alternate holding the event.

Dave Batchelor hopes to get control of his crazy schedule at Lowes so he can get back to sailing again and we look forward to having several new folks join fleet members Dave Batchelor, Jane & Dave Stanhope, John & Bradford Hunter, Dan Albert and sons, and Chuck Curtis as the weather warms up a bit. We'll be scheduling a workday to repair, refit and

tune Scots in the near future if there is interest. Let Chuck or Dave know if you need help getting ready for the season.

## **Race Committee Sign Up (Reminder)**

If you are not signed up for two days yet, now is the best time to visit the CSC Race Committee website, look at what is still available, check your calendar, and enter your name in the slots of your choosing. Remember, this is a first come/first serve process.

The web address is:  
[www.carolinasailingclub.org/racecommittee/](http://www.carolinasailingclub.org/racecommittee/)

## **Kerr Lake Series – Fleet Social Responsibility**

As a fleet, we are responsible for the social one weekend this summer. Our slot is in September. I need your help. Anyone willing to volunteer (organize and lead)?

Our fleet is responsible for all the food and drinks for the entire weekend. I'll provide the coffee, cups, plates, ice cooler, condiments, etc. Here's the 4 events to plan on:

Saturday morning ---- Light breakfast and juices

Saturday afternoon ---- Heavy snacks, chips, drinks

Sunday morning ----- Light breakfast and juices

Sunday afternoon ----- Light snacks, chips, drinks

I encourage you have a fun theme for Saturday afternoon's social, like the Thistles did last year with a Beach Party theme. I'll bring the CD player for you.



# New Member Committee Report

On March 21<sup>st</sup> the crowd gathered for a Winter Series race at Ebenezer Church Point. The crowd included a couple of new people that found out about CSC at the boat show and through our announcements in the News & Observer. Sarah Crouch joined up and brought chili for the social another new crew Susan Hagberg also was there to sail as Chuck Curtis's crew.

The last races of the Winter Series at Vista Point, March 28<sup>th</sup>, found us with fewer new members since they had been blown away on the 21<sup>st</sup>. Don Turner with his crew of Evan and Abby showed up but decided that since the wind was pretty high and gusty that it would be better to ride with Chuck Curtis than take out their recently purchased Lightning. Dave and Jane Stanhope also came out but the wind was too much for their young daughter to feel comfortable out on the water. We are hoping to get their daughter involved in the youth sailing. Sarah Crouch again offered to help with the social bringing food for the Commodore's Bash.

The new members committee has been fully manned with the addition of Howard Mendlovitz and Terry Murphy.

## New Member General Coordinator - Roy Rysdon

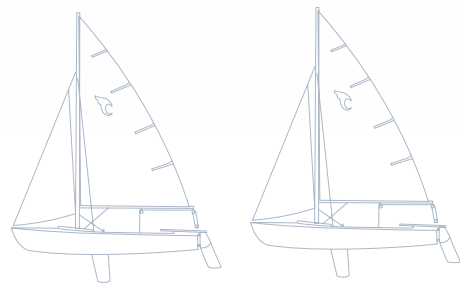
- Guests/prospects': queries, assignment & tracking;
- N&O What's Up listing;
- Web section
- Events: coordinate Officers' guests/prospect management and new member greeting at Third Thursdays, all 3 racing series

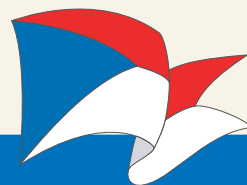
## New members - Howard Mendlovitz

- New members package, new member greeting & monitoring
- New member news for newsletter
- New member photos for rogues gallery

## Events - Terry Murphy

- Guests/prospect management
- New member greeting at Third Thursdays and all 3 racing series





# CSC Calendar - APRIL 2004

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6 CSC BOARD MEETING @ 7:15	7	8	9	10
11	12	13	14	15	16	17 KERR LAKE SERIES @ Henderson Point
18 KERR LAKE SERIES @ Henderson Point	19	20	21	22	23 MONTHLY SOCIAL @ OUT OF THE PARK 6:30	24 JORDAN SUMMER SERIES @ Vista Point
25 OPTI Beginner Instruction @ Lake Crabtree	26 OPTI Beginner Instruction @ Lake Crabtree	27 OPTI Beginner Instruction @ Lake Crabtree	28 OPTI Beginner Instruction @ Lake Crabtree	29 OPTI Beginner Instruction @ Lake Crabtree	30 OPTI Beginner Instruction @ Lake Crabtree	

