

AROUND THE MARKS



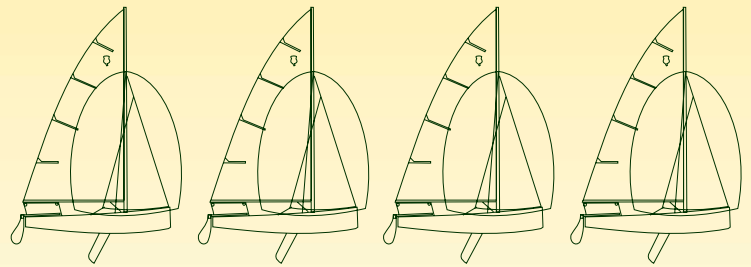
-  Governor's Cup - Be There or Be Square!
-  Opti - Kerr Lake - WOW!
-  Isotopes Reach Critical Mass
-  Member, Inspired by George Smart Donation, Donates Skiff to CSF

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

It was great to see everyone at the Kerr lake series last month. I think everyone will agree it was exciting to see the 16 kids enrolled in the junior sailing program. This really brings our club full circle as the kids seem to add something extra to the club. Even if it comes at a cost of waiting on long lines for hamburgers. As with any sport the kids are the future, not only for the sport but the club also. Another important factor in the perpetuation of the sport is participation at the club level. I believe that fleets come and go because the fleets participation slows down at the club level. I enjoy sailing district, regional and national regattas but everyone needs to show up on the local level to show fleet strength and attract new members.

Our grand affair, the Governor's Cup Regatta is upon us. Please send in your registration. Remember this is a big showcase for us. Be kind to visitors, ask if you can help and be patient with all the volunteers along the way.

John



SOCIAL COMMITTEE REPORT

Social Update

Thanks to the Isotope fleet for a great set of socials and breakfasts at our May Kerr weekend ! A hamburger & hot dog cookout with plenty of sides was the highlight of the weekend for us hungry CSC members and many young Opti sailors.

We continue to have our monthly socials the Friday before our Jordan Saturday each month at the same Sports Bar on Airport Blvd. It recently changed management and is now called Oh Mulligans with an upgraded menu. So, come on out to our next social June 11th at 6:30pm for good food, drink and for talking up our upcoming racing and regattas.

Preparations continue for breakfasts and socials for the Governors Cup this month and the Oriental Sailing Social in July. You may want to consider camping Saturday night at the Governors Cup where I hear some special refreshment will be tapped from a cold keg . . .

Alan Backus
Social Chair



June 19th & 20th 2004, Kerr Lake, NC

Governor's Cup Info:

<http://www.carolinasailingclub.org/events/regattas.htm#gc>

Lake level - Forecasted at 300.5', we might even have some beach!

Trophies -

Ready to be engraved

Hats - On order

Dinner - Caterer booked

Race Committee - Getting organized

Equipment - Being repaired

Competitors - Pre-registeredyikes, not pre-registered. Please visit www.layline.com to complete your pre-registration. If you prefer, mail your preregistration as noted on the pre-registration form. If you really prefer not to sign over the greenbacks before the event, please sign up on the scratch sheet. I will be starting to have the trophies engraved soon, and it sure would help a certain group of volunteers stress level if we had a good count a full week in advance. We are planning to have at least as many boats as we had last year, and so far the preregistration numbers nearly twice exceed last year. (17 vs. 10 as of June 3)

New this year :

Optimist Course -

CSC Optimist Fleet is growing by sails and spars. We are delighted to be able to host the first ever Optimist course at the Governor's Cup this year. We have 10 juniors signed up on the scratch sheet. We look forward to offering them a fun filled weekend of sailing....and each Optimist skipper will receive a specially engraved keepsake memento.

PHRF Road Course -

It has been many years since the Governor's Cup has hosted the PHRF fleet. We have invited the local PHRF yacht clubs to join us.

Scratch Sheet -

<http://www.carolinasailingclub.org/events/regattas/govcup/govcup2004scratchsheet.htm>

To help the event organizers get a good fleet participation count. May also help the fleets stir up a bit of rivalry, always a good thing.

Crew Finder List -

<http://www.carolinasailingclub.org/events/regattas/govcup/govcup2004crewfinder.htm>

Do you need crew, would you like to crew, visit the site and send off an email.



Hats -

Always wanting to offer something different to our sailors, this year we are selling hats. And never wanting to keep things simple, we are having different brim colors for the different fleets and embroidering the fleet name and where possible, fleet logo, on the back of the cap. If you wait to registration day, you may not be able to purchase and wear that day a fleet specific hat. (I would so love to run out and have to place a reorder)



Special thanks to our sponsors:

Carolina Sailing Foundation
(1st Time Sponsor)

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www.intl-fiberglass.com

Layline
www.layline.com
1-800-542-5463

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Isotopes – Kerr Lake, May

As soon as you drive into the parking lot you can not help but to take a mental inventory of what the pros and cons of the weekend are going to be. As I drove in from Raleigh things were looking pretty good over twelve Isotopes on the bank or on trailers, a good 10 knot breeze, no Steve Renner, and a nice sunny sky. All was good. The first race I won with my trapeze and lucky strategy. As the wind faded the harder it was to keep the wolves at bay. It also did not help me to touch the windward

mark. Making a good start a wonderful memory. All was enjoyed on the water on Saturday.

I visited an old friend Jim Howard and checked out his new boat.



Once again Frank made a dream boat come true. Jim's first boat circa unknown had a yellow lightning bolt running the length. Jim's second boat was to be the improved edition with the yellow lightning bolt upside down. Now with two national championships under his belt and over twenty years experience comes the perfect dream boat from Jim's imagination and

IFG a yellow lightning bolt outlined with a half inch of red. I will admit it is every man's fantasy to buy a new boat and on that day it hits the water even though Jim acted normal Jim had reached a successful mile stone in his life. Congratulations Jim.



Isotopes – Kerr Lake, May

Saturday afternoon was the Isotope's fleet turn to do the club social. After last months Thistle feast it was our turn to show our stuff. Joleen and Alan Wolf were ready with the theme Cheeseburger in paradise. Jolene called me to see if there was a way to cook the burgers. I volunteered to cook on my gas grill with a special thanks to Howard Alexander for carrying it back and forth to the lake. Cook up a couple of burgers, What could go wrong? In our humble estimation only half the club

shows up to the socials on Saturday and usually after an hour everyone disappears to eat some dinner. I slapped down twelve patties at a time and after the third round there were still people with empty hamburger buns staring at me beside the grill. At this point I was a little concerned but not discouraged. After another round went in and the people were still waiting at the grill I went into defensive

mode, "Boca burger anyone, hot dog". The children after sailing all day were surrounding me with their puppy dog eyes and empty buns. It is good to have a great turn out it is also a lesson to be the host. In my estimation 40 patties, 20 Boca burgers, 18 hot dogs, and still having a dozen



people around the grill when the show was over added up to close to a hundred people. Needless to say I did not get a hamburger although they looked very good but I slept with a clear conscience that night. Not bad for an afternoon social.

Sunday started out with light winds and died from there. There was an exciting moment on the starting line. I choose port and naturally a 20 degree shift and



Isotopes – Kerr Lake, May

gust came through. I was robbed of a clear start and had to cut through two lines of boats on starboard. Cut behind the first

row by inches at high speeds and saw a gap between Jim Howard and Howard Alexander to cut through and at the last second Jim seemingly put on the brakes shortening my cut through

from four boat lengths to two. At high speed my bow was within an inch of Jim's rudders and Howard was within six inches of my rudders I called back to see if

he was going to protest. Later on he said he was to busy blinking to change course or protest. At the end of

the second race we were grateful to be able to come in while the monohulls were starting another ghost wind race. Another



weekend of a good time was had by all.

J.P. Ayers
Isotope fleet captain.



OPTI sailing at Kerr Lake in May

Sixteen sailors (count 'em!) and three instructors participated in a weekend of sailing, camping, more sailing and lots of fun.

The weather cooperated by providing sunshine, a breeze and warm lake

water. The first flight of sailors enjoyed getting out to the orange balls on Saturday and was thrilled by repeated capsize drills on Sunday when the wind died. Some of these sailors had their very first experience in a sailboat just two weeks prior.

Sailing skills came naturally to the kids, but the names were confusion for the adults. Calling out Tom, Evan, Julia, Kaitlyn or Abigail was sure to turn two heads. Those five names cover over half of the 19+ people on the water. (There also appear to be an uncommon number of parents named Karen... go figure!)

Back to tales of sailing.....The smile on Julia Cohn's face when the boat



went exactly where she wanted it to go was priceless. Getting smiles out of Sarah Gordon's was easy

when the boat was upside down (capsize drills are a favorite!) The Abigails (Turner and Lutz) added some serious giggles to the smiles and recruited Kaitlyn Reed and Ellen Cohn for before and after swimming. Evan Turner was the spiffiest of the bunch. His

buddy, Evan Moore had his boat on



the water for the first time this season and he looks to be very competitive.

Speaking of competition..... The second flight of sailors actually completed 5 races over the course of the weekend. The

top three finishers were Julia Oas, Allison Powell and Alican Arcasoy.



Julia and Allison are consistent performers. Kaitlyn Norton is the third member of the tent-stealing older girls. We will be looking for

all three to place in SAYRA regattas



OPTI sailing at Kerr Lake in May - cont'd.

later in the season. Lucas and Graham also got into the racing groove. Graham won one of the races and Lucas is planning a win at the Governor's Cup. Peter started the bailing while sailing technique. Haley has a wonderful knack for knowing where the wind is best on the course. After the sailing was said and done, there was the camping. Collecting firewood,



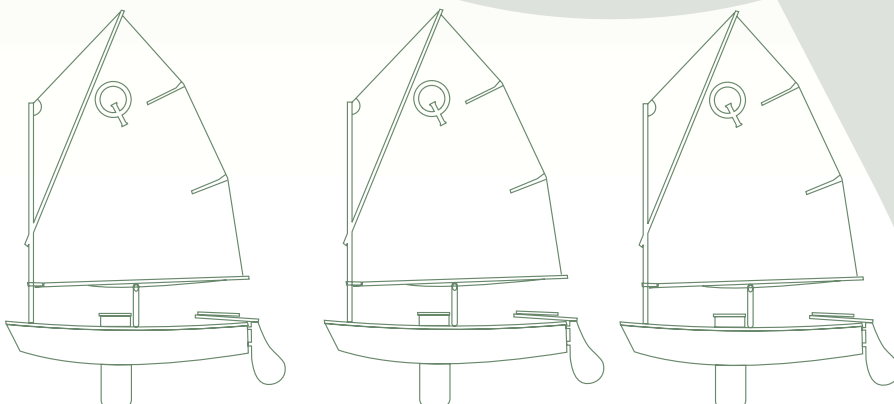
roasting s'mores and eating a big pot of oatmeal (with chocolate chips) were just some of the fun had by all. Sailing between Henderson and Presbyterian points was attractive to some eager young siblings. Informal camping will

continue each weekend we are at Kerr and be reprised in October at the year-end campout.



Beginner Opti Instruction @ Lake Crabtree

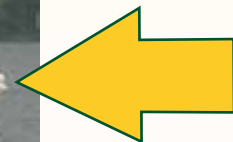
Beginner Opti sailing instruction will be offered at Lake Crabtree on June 21st through 23rd. Contact Amy Grobin for details.



Carolina Sailing Club Member Donates Skiff

April and May saw inspirational use of the newly donated junior skiff and FRS handhelds. George Smart, with his generous donation of the Lady Ann, inspired one club member into thinking about and then donating the Junior Skiff motorboat. Seeing the Junior Skiff on the water being put to such good use, in the instruction of Juniors, was extremely rewarding to it's prior owner. The skiff is smaller and more manuverable and more responsive than a larger boat and also is convenient and easier to transport. Perhaps you have something that you could donate to the Carolina Sailing Foundation that would then be used by the Juniors. The Junior Sailing Program is growing and teaching quite a few young sailors how to sail, compete, and develop good sportsmanship.

If you have a boat or some equipment that is gathering dust in the garage or slowly turning into mulch in the back yard, please consider donating them to this worthy cause.



The Junior Skiff in action at the May Kerr Series.

Going, Going

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

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



Isotope Thaw – Kerr Lake, April 17, 18

The Isotopes showed up in force for the first race weekend of the 2004 Championship series. It promised to be a beautiful weekend with wind forecasted as light and variable on Saturday, with a bit more promise on Sunday. Seven Isotope skippers and the fleet photographer (Rhoda) staffed race committee. During the winter, only two Isotopes, Walter and Steve C, would show up for the winter racing. April marked the Isotope thaw when to the fleet's credit, eight others showed up with boats in tow to race the weekend.

As Eric was on Race Committee, I skippered Eric's boat rather than my own. His boat is easier to get off the trailer and we thought it would be good for me to try a "better" boat.

While in the starting sequence of the first, just before RC dropped of the prep, the traveler block let loose from the traveler and the boom went out over the water. I quickly grabbed the traveler line, pulled the boom back in, tied the

traveler block in place, all the while not losing my starboard advantage sailing along the line. I started the race ahead of most of the fleet. During the upwind leg, I was struggling to keep the main sheet uncleated. The traveler was rigged so that it easily cleated. As the traveler was floating about six inches up from the track, a quick snapped only served to rock the traveler. I knew I was at risk of capsizing if I got caught with the main cleated. I was doing well staying ahead of Andrew and others, being one of the first to approach the windward mark. I didn't make it to the windward mark. Sure enough a light 7 knot



gust sent me slowly over. Andrew hailed, Rasmussen, you OK. To which I replied affirmative, sail on. As I

only had my wetsuit partially on, sitting on the starboard hull five feet above the water, I took my lifejacket and t-shirt off, put the wetsuit fully on, life jacket back on, tied the t-shirt around the shroud and tucked the ball cap



Isotope Thaw – cont'd.

into the trampoline pocket. During this time, the boat had started to turn into the wind. I let myself down on the port hull, unhooked the righting bar, and tied it to the front of the dolphin striker. I then gave myself a pep talk, “Well, here goes” and jumped out onto the righting bar. For the first time ever, I got myself belly up over the righting bar – hey the boat is moving, , maybe I am really going to do this, and the port hull slowly pitch pulled into the lake. I didn’t think it was supposed to do that, but I tried one more time, got most of my body weight up on the bar, and again the hull pitch pulled. Frank, Alan, and Rhoda were in the Skiff close by, and Rhoda hailed out that Frank was concerned for me and that they were coming around to the mast end. Even had they given me a choice, I would have said I was ready for help as I knew something wasn’t right. As Frank coaxed the Skiff forward, Alan walked the mast up out of the water. I positioned my self on the port hull and as the boat came up, I rolled onto the trampoline, aka Scoop Recovery



Method on a catamaran. Alan then assisted me in reregging the traveler block with a replacement pin and ring that they had gone in picked up from Frank Majic

White Van on shore. I then spent the rest of the first race bailing the hull, which was quite filled with water. (Thus the pitch

polling behavior) Perhaps by taking my time to get my wetsuit on and not the fact that one of the hull gaskets was missing was the cause of the hull filling with water. No matter, the water was actually quite comfortable with the wetsuit on , and I was able to say “I told you so” to the Isotope skipper who teased me just a bit before we initially headed out about wearing a wetsuit in the first place.

Also, I did do four things with this righting attempt that I had not done before.

- 1 - Used my weight on the front of the boat to turn it into the wind rather than wearing myself out swimming it into the wind.
- 2 - Got myself belly over the bar (Yeah)



Isotope Thaw - cont'd.

3 - Rolled myself on the boat as it righted.

4 - Bailed an entire hull of water.

Turns out that I was to have more firsts this first day of the 2004 Kerr Series...

I can't recall if it was the second or third race of the day, I successfully port started the fleet (I do this once in a while) and lead the fleet not only to the windward mark, but around the entire course. Steve Renner was next behind me, and he later told the fleet that he could not catch up with me no matter what he tried, then I tacked away towards the committee boat....as I approached the committee boat, and Steve R had not yet tacked towards the boat, I thought oh oh,,,sure nuff, as I got closer there was a 2 on the back of the boat.... Yes, I had failed to check the course board and thought we were sailing one lap. Still, for me, the race was a first. I was in the lead and had kept the lead through one full lap and maybe it will be a while before I again forget to check the course board. Prior to this race, I tended to often forget to check the course board. Being at the back of the fleet, no big deal, I just watched those in front of me. Leading the fleet by a fair amount, however, it is a bit

harder to figure out the course from what those behind you are doing.

I had a great weekend of competitive, supportive, friendly sailing and I look forward to the season of opportunities to continue to improve my sailing as well as practice my capsized recovery drill.

Joleen
Isotope 1027



Shown here sailing a much nicer/newer Isotope, upright, Not Capsized, Sitting just a bit too far back.

The State of Things.....

HMS Repair

Chuck and I spent a LONG day at Kerr Lake (I wish I could say more than 5 minutes on the water (getting the HMS on and off the trailer). Part of the repair process was to go back into Henderson to get needed parts after the old bunks were removed and additional parts needs could be ascertained.

The bunks have been replaced on the HMS trailer... and just in time - another long road trip and the hull would have been seriously damaged. As it is... there is gelcoat damage to the hull - and not just the bottom. Because the hull did not sit correctly on the trailer... and the sideboard bunks were previously "repaired" with exposed bolts... those exposed bolts damaged the gelcoat.

The new bunks are treated 2x6x10' with a layer of carpet - and then a layer of firehose. Given how painful it was to pierce the firehose with heavy duty galvanized 1.5" "staples" (it's difficult to call them staples... given their size and that you have to drive them in with a hammer)...

We also fabricated an aluminum bracket for the VHF radio... and used bolts to attach the bracket (instead of the loose screws that were there). It is my opinion that the location of the VHF bracket - was the cause for it's demise. It is the "high point" on the boat and

receives stress from the tarp used to cover the boat. We ought to consider some sort of "ridge pole" to protect the bracket (unlikely to break now that its aluminum - now more likely to pierce the tarp!). I do not advocate simply moving the radio mounting point - as the high point will be the Morse controls for the engine... and they would be expensive to replace if the stress was to cause them to break.

We did not take the additional time to troubleshoot the trailer light problem... there was just two of us and we spent all day just getting the above two repairs completed.

We also looked at the "engine tub" on the pontoon boat and it is both Chuck and my opinion that the repair of that problem - needs the attention of a metal fabrication shop (aluminum) to repair the falling engine tub. Six bolts are taking all the stress of both motor pushing forward - as well as the weight of the motor. I suggest that until such time as the repairs are completed - that the pontoon boat only use MINIMUM THROTTLE to move forward (fast idle at most). I also suggest that when in use and in motion - that the weight of people be placed forward in the boat. I noticed at the race a week ago.. that water was coming up above the cowling when full throttle and all the people were sitting to the rear. A

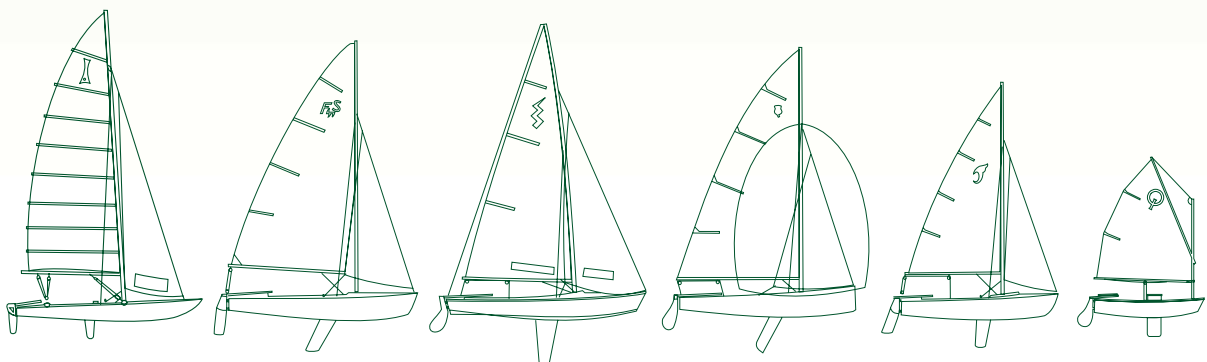
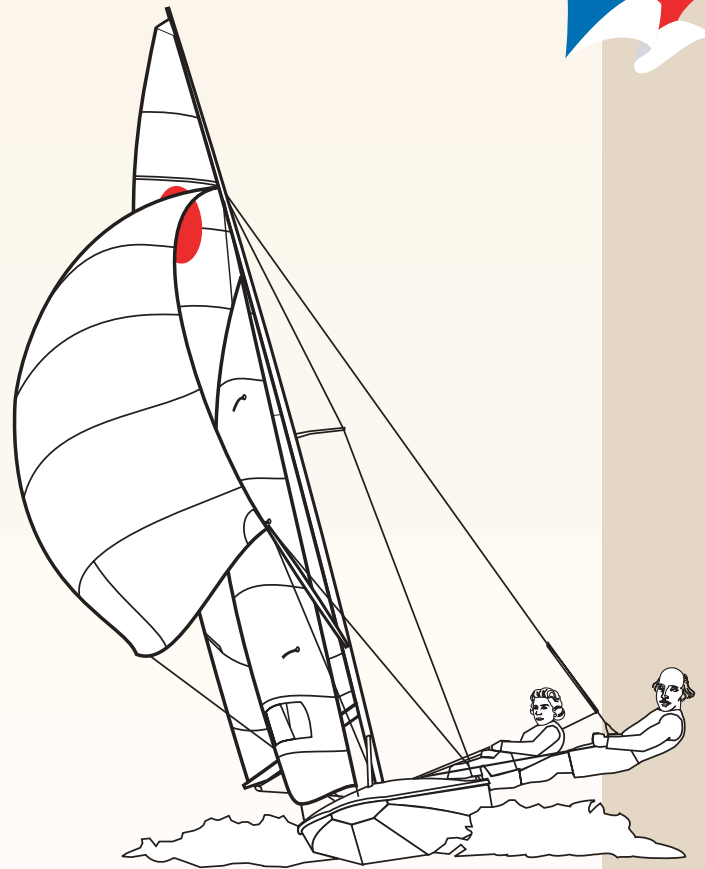


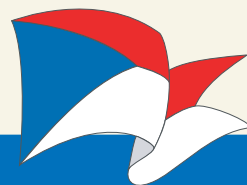
The State of Things.....cont'd.

little water in the intake.. and the engine is toast. We did not have the people or time to modify the fuel tank area to preclude raising the fuel tank height in the fuel well... to eliminate the need to remove the tank to refuel from a "jerry can". This I believe is the reason the fuel pickup was damaged (somebody lifted the tank out by the fuel pickup when they were trying to fill the tank). I will acquire the replacement tank - and build a raised platform with treated wood on the next maintenance day - but that will not be till after the Governors Cup event. Tentatively 26 or 27 June.

All in all, it was actually fun. Not to mention a sense of accomplishment of getting a needed job done. Hopefully others will come on out and help next time - it's a great social event - and necessary if we are going to keep the clubs equipment operational for all to have and use.

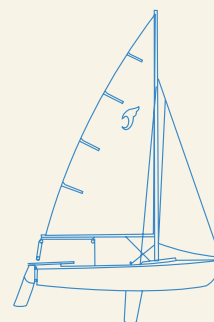
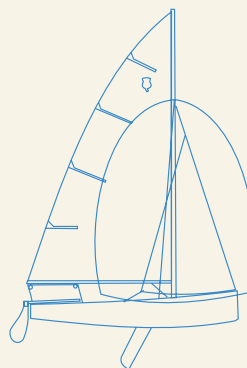
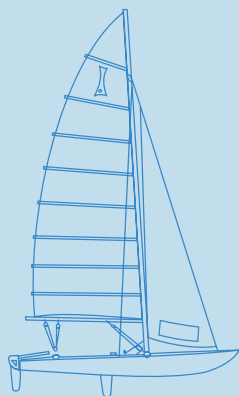
Paul
Boston Whaler SuperCat 19 #14

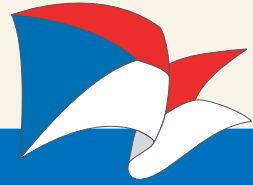




CSC Calendar - JUNE 2004

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





CSC Calendar - JULY 2004

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6 CSC BOARD MEETING @ 7:15	7	8	9	10 ORIENTAL SAILING SOCIAL @ Oriental, NC
11 ORIENTAL SAILING SOCIAL @ Oriental, NC	12	13	14	15	16	17 KERR SERIES @ Henderson Point
18 KERR SERIES @ Henderson Point	19	20	21	22	23	24
25	26	27	28	29	30 MONTHLY SOCIAL @ OH MULLIGANS 6:30	31 JORDAN SUMMER SERIES @ Vista Point

