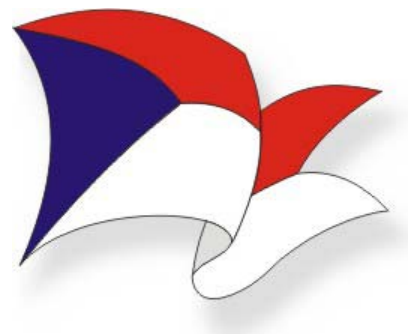


2003 GOVERNOR'S CUP REGATTA



Carolina Sailing Club Newsletter

AROUND THE MARKS

July 2003

Officers:

Commodore: John Norton
Vice Commodore: Joleen Rasmussen
Rear Commodore: Meg Wittman
Secretary / Treasurer: David Brown



John

Joleen

Meg

David

Commodore's Comments

Now that the Governor's Cup is over I'm looking forward to getting back to some club business, but before we put the GC behind us I just wanted to thank everyone who helped out, especially our Vice Commodore Joleen Rasmussen who just about ran the entire regatta single-handed. I guess it comes from sailing a single-handed boat. Besides Joleen I also wanted to thank the rest of the officers, the board, the membership and all the sailors. It was a great regatta and something the club can be proud of pulling off.

At the start of the year I made a goal of growing the membership. I still have half of the season and

hope to accomplish this over the next few months. The best way to grow the club is by word of mouth from the existing members. With more sailing and the addition of a Junior Sailing program we need to get the word out about the Club. Please help us anyway you can. If you can get us published in a company newsletter or announce your affiliation with us at any meetings please do so. I would like to get 10 more full members by the end of the year.

Hope to see you at the next social or out on the water.

John



New Members Committee

I would like to hit the members up for their boats so we can expose new people to sailing and our club. SOOOOOOOOOO -

The New Member Committee is requesting CSC members bring their boat out to the **August Jordan Series** (Saturday only) without a crew so that they can pick up one or two of the new people interested in sailing. These people do not have enough sailing experience to actually crew during a cut-throat race. They are interested in learning more about crewing on a sailboat. What this will lead to is a trained crew or someone that wants to buy their own sailboat. It is my belief that we need to be welcoming to the people that will help our club grow. E-mail me as early as possible if you can come and I will contact these people and get them to sign-up. I do not want you to make a trip to the lake and not be able to sail, nor do I want them to come and not be able to get on a boat.

Last Jordan series we got a family of three on three different boats, they had fun and now own their own boat.

Governor's Cup Regatta

This year's Governors Cup regatta was one for the books. Flooding at the traditional Kerr Lake venue forced



the Club to switch the event to Jordan Lake only a week before it was to occur. I believe this was the first time in the annual event's 46-year history that it has been held anywhere but Kerr. As you can imagine, much of the careful planning that had gone into the regatta over the past year went right out the window.

But the Governor's Cup team swung into action. They made arrangements with the Vista Point park people for the shelter,



parking, permission to leave boats rigged overnight, etc. They changed the catering arrangements, transported the committee boats, and made a hundred other last-minute changes that few of us participating even heard about.

In fact, from my perspective as a participant, the regatta operation was remarkably smooth. The late change of locations sure didn't seem to hurt

attendance at all. A total of 91 boats registered, which was a good deal higher than the last few years, if memory serves. It sure was great to see that many racing sailboats in one place. I had hoped the News & Observer reporter present would publish a nice, wide angle shot showing the size of the event, but it turns out they couldn't resist using a



shot of the Fireballs. I had no idea that class was so photogenic.

The weather certainly helped. Saturday's racing started with plenty of

wind, oscillating through a pretty wide range. As the day wore on, the wind lightened up, but the oscillations -- and the chop -- continued. Sunday's wind was light and streaky (a technical sailing term), dwindling down to near-drifter status in the second race. The Lightnings and Fireballs held a third race on Sunday as part of their district championships, but how they got through it I don't know. The end result was that the event presented a test of skill through a range of sailing



conditions, from hard hiking to searching for air, with a continuing emphasis on playing the shifts.

This year's regatta was notable for another reason -- the Lightnings won the Governor's Cup! It's been 14 years since

that last happened. It was a near thing, though, as the Isotopes gave them a run for their money. But when everything was counted, Pierce

Barden and the Lightning fleet took the honors, with Pierce earning two bullets, a 2nd, a 3rd and a 4th. Lenny Krawcheck took second

in the Lightning class's Governor's Cup scoring, but once they added in the extra Lightning race (which was not counted towards the Governors' Cup score), Lenny walked away with first place in the Southeast Lightning District Championship.

CSC member Alan Wolf led the 19-boat Isotope fleet, with finishes of 5, 3, 2, 5, and 2. Competition was pretty tight, with Eric Rasmussen, Frank Meldau and Earl & Logan Waddell finishing within 1 point of each other to capture 2nd, 3rd, and 4th, respectively.

Larry & Starr Lewis once again showed the Flying Scots how it's done, leading the 14-boat fleet with highly consistent finishes of 1,3, 1, 2 and 2. Larry has won the Governor's Cup an amazing seven times over the years, six of them with Starr.

Herb Bodman, a recent convert to the Tanzer, and his crew Ray Barker

led the 15-boat fleet with finishes of 3, 2, 6, 3 and 2. Some didn't recognize Herb – at a Governor's Cup without his Windmill? -- but he sure didn't

seem to have any trouble making the transition. Pete Thorn and Rush Greenslade came on strong with three bullets on Saturday, but didn't fare quite as well on Sunday. They and the Grobin family team (Amy, Adam & Eli) were neck and neck in points, but

the tie-breaking rules put Pete & Rush in second and the Grobins in third.

The 10-boat Thistle fleet saw a lot of very close competition. The first race generated some early excitement, as John Norton's spinnaker guy came out of its cleat on a very close reach, in a puff, right on the edge of getting up on a plane. It's hard to find good middle crew. This led to the only Thistle capsized of the weekend. But John

was tough, and rallied his daughter Lauren and sheepish middle crew to take a first & second in the next races that day.

Saturday ended with 4 or 5 boats all within a point or two of the

lead. Sunday's light breeze mixed things up a bit, and in the end Norton took first, followed closely by John O'Connor with crew Amy and Charlie Hitlin, and Donald Obst with crew Michele LaPierre.



The Fireballs had 7 boats out for their District competition, and had an interesting time with the wide range of wind velocity and heading. A pecking order quickly emerged, though, with the team of Patrick Crump and Ned Goss finishing 1, 1, 1, 2, 1 to take first in the fleet. Gary Van Tassel was second, with finishes of 2, 2, 2, 1, 2. Third place went to Mark Mathews & Robbie Leary, with 3, 3, 3, 3, 4.



during the weekend. They weren't able to start a third race on Saturday due to a combination of the dying breeze and their fleet's last place in the starting rotation. Their starting order was moved up on Sunday to make sure they wouldn't risk a repeat of that experience. Robert Bouknight and his young son Lucas, sailing in an MC Scow, took the

A fleet of 6 Vanguard 15's, all visitors to CSC, came together to



compete as a one-design fleet at this year's Governor's

honors in the 6-boat Open Monohull fleet. It was a real horse race on corrected time, as they traded 1st and 2nd finishes with the Buccaneers. In the end it was Robert and Lucas' consistency (1, 2, 2, and 2) that won the weekend. The team of Richard West and Charlotte Gilbert took second in their Buccaneer, with 2, 5,

Cup. There was some pretty tight competition between the teams of Michael LaMaina/Cassie Keene vs. Bill Wiggins/Kelsey Lipner. Michael & Cassie turned in finishes of 1, 2, 1, 1, 1 to take first, while Bill & Kelsey finished 2, 1, 2, 2, 2 to finish second. Some of the Vanguards traveled from Lake Wylie, and would like to see some CSC boats pay a return visit this season. Others are local, and may have an interest in starting a Vanguard fleet at CSC.



1, and 1. It would have been interesting to see how Charlie Grant's lone Laser might have done against the

Unfortunately, the Open Monohull fleet was only able to get in 4 races

Buccaneers overall if he'd been able to race on Sunday. He took a 3rd and 4th on corrected time Saturday, but Sunday's wind was considerably lighter.

Photos courtesy of Jim Kransberger - to purchase photos, or to see all 2003 Governor's Cup Regatta photos by Jim Kransberger visit his website - <http://www.southeastphotos.com/>

Junior Sailing

JUNIOR SAILING calendar:

July 19-20	Sailing Instruction Jordan Lake
August 16-17	Green Fleet Seminar Kerr Lake
August 30-31	Regatta Lake Norman
September TBD	Green Fleet Seminar Lake Norman
September 20-21	Sailing Instruction Kerr Lake
October 18-19	Sailing Instruction Kerr Lake

Reminder: get your checks in to me two weeks prior to event to secure a charter. There are still OPTIs available for charter in July- please contact Amy Grobin (phone #986-4618) for details

Junior Sailors:

There are still openings for OPTI coaching and OPTI charters for the July regatta. Bring a friend! The July "Kerr Race Series" will be held at Vista Point on Lake Jordan because of flooding at Kerr Lake..

If you have questions, please contact Amy Grobin at 968-4618

CSC TRAVELS TO LAKE NORMAN FOR JULY 4th REGATTA

A July day that is too windy to sail? Are we sure this is North Carolina? Inland lake? These were the questions that plagued our CSC OPTI sailors over the July 4th weekend. Tom Russell (Red Fleet), Meg Russell (Blue Fleet), Eli Grobin and Anna Russell (Green Fleet) represented the CSC at Lake Norman Yacht Club's annual Independence Day Regatta. Tom braved the elements and raced all 7 seven races and finished a solid 3rd in the top OPTI fleet. Meg braved the wind as well, and finished 3rd in an exciting race; but combined with the previous week of rugged backpacking and rock climbing (not to mention the 2am return to base camp!) made the cool, placid waters of the swimming cove far too inviting. Our youngest sailor drove his OPTI beyond the first dock. The headwind was too great and memories of last year's multiple capsizes at Lake Norman came flooding back. Eli opted for the relative security of the family Tanzer on Saturday, but resolutely finished two OPTI races on Sunday. Anna aptly chartered the Miss Mary Anna from Lake Norman's generous OPTI guru, Ralph Harlan. Her solution to Saturday's wind was taking dad along! Sunday found Anna learning from the coach on the committee boat after a long wild ride to the wrong racecourse from newly found friend, Eli. (Those two bear watching and could be one wicked team.)

Meanwhile, back onshore.... anxious parents, Amy Grobin and Kat Russell plotted the future of CSC youth sailing, tee shirts and all! CSC is fortunate to have so many enthusiastic parents and grandparents supporting our program as it grows. Lake Norman has a long tradition of training young, enthusiastic sailors and it was clear from Saturday night's dance and fireworks that the social aspects of youth sailing can really cement a successful program. Thankfully, Lake Norman's youth leader is very supportive of our endeavors. Their Green Fleet will be visiting us in August (19 or 20) and our kids will be traveling to Lake Norman in September (date TBA). Regardless, put Lake Norman's Labor Day regatta (August 30-31) on your calendars. It promises to be buckets of fun and I'd like to see some CSC OPTI sailors win some silver! Eli shared in the Tanzer's first place finish in the miscellaneous division, but class racing it was not.

-Submitted by Amy Grobin

Lightning Fleet Report

Lightning Fleet News

The big news is that Lightnings won the Governor's Cup proving once again that rare events do happen. It's actually the second time. The first time was in the late eighties, I think, when Matt and Greg Fisher sailed their Lightning into first place against about 20 other boats. I guess the Isotopes and Flying Scots were napping back then, since they seemed to have a lock on the cup in that era.

It was gratifying to see 17 Lightnings racing in the Governor's Cup. It was even more gratifying to see SEVEN of those from our own fleet. New members Alan Krauss and Dave Raley competed along with Michael Rees, Avis Bridgers, Bob Graves, Chuck Moore and John Pelosi. John Chaplinsky crewed with Chuck Moore, adding yet another fleet member. And Frank Mason and Dan Richards served on race committee.



OK, so our performance wasn't spectacular, none of us were in the silver, but all seven of us had some good races and some good legs. Less experienced racers had a chance to test themselves against the District Pros and to ask their advice in the parking lot.

Henry and Avis Bridgers were gracious hosts to the Lightning Fleet, with dinner and partying on Friday night as well as a "kick the keg" party on Saturday

night. Henry was still siphoning beer into milk jugs for John Norton late into the evening. (Just kidding, John)

Avis, Dave Raley and John Pelosi traveled to the Oriental Sailing Social, a second major regatta hosted by CSC. We raced against Richard Waldkirch and Don Johnson. Richard is a Wilmington sailor and Don Johnson moved to Albemarle Plantation from Iowa, where he has raced his Lightning for many years.

The mouth of the Neuse River can be a great place to sail and this weekend was one of those times. The wind was steady; no more than 12 to 14 knots and the water was flat. These are the kind of conditions that make you know why you bought a sailboat – thrilling! As luck would have it, thunder storms came up during the one race we had on Saturday, making for a really thrilling ride back to the wild life ramps. We planed most of the way with jib and main. We had fun and nobody got hurt. Pelosi won the Saturday race, with Waldkirch and Raley close to his stern. Avis was right on their heels with Don Johnson not far off the pace.

Sunday morning brought us more rain and no wind until about an hour after the scheduled start. Paul Welles, our PRO, had the good sense to wait for the wind to fill in and clock around 180 degrees. We got in two more races, this time in somewhat light but sufficiently windy conditions.

We were all bunched up at the first weather mark, with Waldkirch rounding first, then Raley, then Pelosi. There was a Flying Scot in our midst, and we were all heading down wind with spinnakers flying. About half way down the leeward leg Pelosi's team (with Harold Broadwell doing his usual brilliant job of spinnaker flying) was catching Raley, who was in the lead. The Scot was even with and to port of Raley. Pelosi came up over the top of the Scot, slowing everyone down and getting ahead at the leeward mark. That would have been enough to win, but the Scot helped even more by blocking Raley and Waldkirch at the rounding. I paid the Scot skipper the \$50. after the race... The last race was very similar to the first race on Sunday in that Raley, Pelosi and Waldkirch were neck and neck all the way around the 2 lap WL course. This time Raley won, with Waldkirch crossing second and Pelosi third. Another neat thing was that Joleen Rasmussen decided to present trophies four deep in a field of five, so everyone got a trophy except Don Johnson.

It was only five Lightnings, but we all had a lot of fun racing against each other. The distance between boats was amazingly small. The courses set up by Paul Welles were terrific.

Alan Backus hosted great breakfasts and socials throughout the weekend. Gene Prather, fellow Lightning crew, did an awesome job of getting enough donated gifts so that practically all attendees got a door prize. It was a really nice regatta to attend. I think this was one of the first out-of town regattas I ever attended. I've been going back every year it has been held. Those of you who haven't ventured out of town yet ought to consider it for next year.

Tanzer Fleet Report

Tanzer Activities Update

By David Mobley (07/09/03)

The Tanzers are having their Mid-Atlantic District Championship in conjunction with the Oriental Sailing Social on July 12-13 making the event even more important and attractive to Tanzer sailors. A good turnout is expected as the event also counts toward the SAYRA Season Championship for Tanzers.

The 2003 Governor's Cup Regatta provides an opportunity to reflect on the 2002 Regatta which turned out to be George Smart's last regatta and was his last time in a sailboat as near as I can determine. What a way to end his impressive career. Please join with me and reflect on last year's event.

A Tanzer Perspective on the 2002 Governor's Cup

I suspect that most sailors have a flag or other indicators of wind speed and direction which they consciously or unconsciously check on the way to the lake. My memory of previous Governor's Cup Regattas is dominated by recollections of very hot and very still days. In fact, I think my hottest day in the boat was at a Governor's Cup a few years ago. It was 100 degrees F (in the shade) and not a breath of air moving. I don't remember being any hotter than paddling back in that afternoon after giving up on any wind arriving. Thus, I was anxious to check on prospective weather conditions for the Regatta of 2002.

My first such signal on Saturday morning was that we would have wind. My joy at that prospect was bounded by my second thought which was that we may have too much wind. It seems like heresy for a sailor to worry about too much wind; however, it's like my day job, which deals with environmental data, and we often remark that "you never have enough data until you have too much." In a Tanzer, you can get too much wind since the boat does capsize a lot easier than it returns to an upright condition.

Anyway, my concerns were reinforced as my son, Paul, and I progressed toward the lake, and the flags along the way were indicating strong wind.

When we got to the lake, the wind appeared to be just about right. However, the wind was deceptive coming across the parking lot and blowing onto the lake. The white caps were not apparent from that vantage point. In addition, the trees around the launch and the cove also blocked the wind down to a pleasant level. We set out to cross the lake and test the winds. We even put the spinnaker up on the way across

the lake to the Committee Boat. By the time we got across the lake, we realized we were in survival conditions. This was reinforced when we realized that the wind was blowing the marks around and that the race committee could not stabilize a course. The main problem for the Tanzers was the gusts which came in varying strength and direction. We considered returning to shore (and I suspect the intelligent Tanzer sailors also entertained that idea). However, we decided to test our capabilities versus Mother Nature and the other crazy sailors. We changed our objectives for the day to: (1) Don't hit anyone; (2) Don't turn over; and (3) Try to finish the race.

The first race finally got underway, and I think that is when the first Tanzer capsized. We were feeling good that we were still upright as we saw several other Tanzers, Isotopes, and Fireballs go over. We dipped the rail in the water several times and took on a little water every so often. When we saw a Thistle over, my thoughts of returning to the parking lot reentered my mind. We were on the second upwind leg when we saw a gust hit an Isotope near us and take it over; when that same gust hit us, we took on a considerable amount of water and the boat went to the point of no return but came back. This should have been a warning, I guess, but instead, surviving the incident gave us a renewed sense of confidence.

On the downwind leg, we considered bailing out some of the water as the weight was obviously slowing us down. I didn't think about it affecting our stability (but am soliciting feedback of that possibility). Anyway, as we rounded the leeward mark, we had the misfortune of timing our turn just as a gust hit. This time, the boat did not pause at the point of no return but kept on going over (did the extra water in the boat affect us?). Relative to our objectives, 0.333 is good for a baseball hitter.

Despite the troubles that many of us experienced, the battle for survival of the fittest continued. George Smart demonstrated why he is affectionately regarded as the "Ole Man of the Sea" by not only staying upright but also taking first in all three races on Saturday. A few others also survived the day, and I'm sure they were proud (how much weight did Macklen and Permar have in that boat?).

On Sunday, the wind really was perfect for sailing and the frequent wind shifts made it a challenging day for racing. George added to his legend by taking first in both races. (How did he manage to find all the lifts and miss all the lulls?) Of the 16 Tanzers registered, only 6 completed all five races and only 62% of the races were completed by the fleet. This provides an indication of the significance of George's accomplishment of taking first in all five races. It also indicates that my thought about there being too much wind was the understatement of the day for the Tanzers. Oh well, I

think we will still reflect more fondly on the experience of the 2002 Governor's Cup Regatta than the very hot and very still experiences of the past.

Respectively submitted,
David Mobley, Skipper #286

Kerr Lake Series – July 19th & 20th

Henderson Point is still closed, and expected to remain closed through the weekend.

We will be launching from - Drum Roll Please.... **Vista Point, Jordan Lake**. The Club has obtained permission to leave boats overnight.

One requirement, we need to provide the warden with a list of the boats being left overnight (License Tag #), Contact Name and Number. This is in case anything happens overnight. As part of the on site registration, you will be asked to add your information to a list that will be given to the warden.

Fleet Captains, please consider contacting those fleet members that may not have gotten word via email of the venue change. We will be posting this venue change to the website, but that is the extent of the Race Operations Postings.

Friday Social – July 18th

Our next gathering will be on **FRIDAY, July 18th** before the July "Kerr Series" (at Jordan Lake) weekend. We'll meet again at the **Cape Fear Crab House** (520 St. Mary's St., Raleigh, 754-0008). Be there at 6:30pm for the raising of flags and enjoy the nautical atmosphere and great seafood. Directions are below.

Directions: From I-40 East going into Raleigh, take Wade Ave. exit. Drive on Wade Ave. for about 5 miles until you get to St. Mary's St. and turn right. Go through Peace St. intersection and it's on the left. The place is decked out nautical. If someone brings our burgee, they can hoist it on their marina flag pole outside.

EDITOR'S NOTE

Thanks to everyone who submitted material to this issue of the Newsletter. If you have any articles or photos for the newsletter please e-mail them to George McKim at gmckim@bellsouth