



Carolina Sailing Club Newsletter

# AROUND THE MARKS

September 2003

**Officers:**

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



John

Joleen

Meg

Dav

## COMMODORES COMMENTS

**November 15th** is the date. Stop whatever you're doing and go write it on the calendar. If there is something else on that date call and cancel. November 15th is the CSC general meeting and awards banquet. It will NOT be a potluck this year. For the last two years I have cooked and cleaned for what should be a nice relaxing evening. This year at my request the social chair is looking for a restaurant where we can order off the menu and each pay our own tab. Nothing fancy but no doing dishes. The location will be announced shortly. If you know of a place with a back room that could accommodate us please let me know.

The best sailing is ahead. September we will have the Isotope Nationals in conjunction with the Kerr events. September is also great camping weather so hopefully we will have some informal group camping. We also have the Borderline which is the largest single class event we have. If you are available please volunteer to help out. Don't forget we will be racing in November at Kerr to make up the cancelled weekend earlier this year.

John

## THISTLE FLEET NEWS

### WE WON A TROPHY!

Last week the class secretary sent me a large thistle pennant to hang from our club flag pole. Then a large box showed up. In it was the National Thistle CLASS fleet growth award. Congratulations to everyone, I'll bring the trophy the next time we get together. Apparently there was a letter explaining everything but I haven't received it yet. When I do I'll post it.

### UPCOMING EVENTS.

**October 4-5** Old Salty Lake Norman (great regatta)

**October 11-12** Annapolis EKFS can be a windy cold regatta. Lots of good sailors including the current national champion.

**November 1-2** Bloody Mary. Last chance to sail a regatta in 2003

### JOIN OUR LISTSERV

The Thistle fleet keeps a private listserv that you are all more than welcome to join. It's the best way to keep up with the fleets and sail in some great regattas. You can join by visiting the Thistle fleet site on the CSC website.

John Norton Thistle 3725

# OLD GOAT REGATTA

Three Fleet 155 skippers and crew made the trip to Lake Lanier Georgia for the Old Goat Regatta. Steve Peterson, Kevin Sheehan and I had a great time and although we didn't win any trophies I think everyone was happy with how they sailed.

The Old Goat is named after a large picture of Johnny Sinclair lying in a swamped wooden thistle that hangs in the clubhouse. The picture is a classic and I'm guessing taken some time in the 50's. Johnny Sinclair Jr. and his son still sail in the fleet and were at the regatta. 30 boats registered but only 26 made it out to race. The first race was in 12-15 knot winds and the other 4 races were held in 7-9 knot winds, all in all pretty close to perfect conditions. Lake Lanier's sailing area isn't the largest and there are a lot of shifts and land effects. Kevin was able to find a crew Saturday morning after making the drive with only one crew. On Saturday he finished the first three races just following the fleet but on Sunday he beat a few boats in each race. This is actually quite good for a brand new Thistle sailor at a regional event. Steve Peterson and crew John McLaughlin might have been a little light for the first race but pulled a 13th in the fifth race and finished 20<sup>th</sup> overall. That's also how it works first you do well in a race but then you need to figure out how to have 5 good races. Which leads us to me and Lauren my daughter. Once again "Dad" didn't line up middle crew and thought we would be sailing by ourselves so we were thrilled when we found out Ed Cur'e was available. I've never sailed with Ed but knew he has sailed the middle position alot. The first race we were 7th and very excited, the wind being up didn't hurt us. The second race we were 12th and the third 17th. Our mistake was we were not aggressive enough at the starts for the modified courses. We felt we did ok but once behind we couldn't catch up. Sunday we had two good starts and rounded the weather mark in the top three each race. We did lose boats and finished 5th and 11th to end up 10th overall. I was real happy with this since it's the first we sailed together and beat some good boats. I'm looking forward to the next couple of events when I'll have Steve Cardoze on board who Lauren and I have been sailing with this year.

results <http://www.llsc.com/RaceResults/2003OldGoat.htm>

John Norton Thistle 3725

# GROW YOUR FLEET AND CSC

We have had some great interest from potential boat owners and members at our **Jordan Lake** sailing events. These people come looking for a boat that they will like enough to purchase. Or are just trying out sailing as a sports/leisure activity. In August we had a couple of people disappointed that they could not try a thistle or lightening. As new member chairman, I will do my job to invite these interested people out to our casual sailing events. What would help the club and your fleet is for skippers to bring their boats and leave their regular crew behind. The potential members have a great time and the skippers that come out are helping interest others in the sport of sailing. Please let me know if you can bring your boat out on October 11th at Vista Point and will be able to take a crew on.

Roy Rysdon [windyroy@bellsouth.net](mailto:windyroy@bellsouth.net) or 319-8612.



# JUNIOR PROGRAM

## CSC Sailors at Lake Norman:

The annual Labor Day Regatta at Lake Norman was a blast of a party and surprisingly good wind (on Saturday) for North Carolina in September. The multiboat trailer



fared well on the highway behind Ketty (aka the Grobin minivan), ferrying 5 OPTIs to the venue. A sixth OPTI was carried atop the Russell van and the Nolan clan traveled separately. CSC Youth competed in the White, Red and Green OPTI fleets and Dan Russell, with



adept Anna as crew competed in the Thistle Class. Meg won a nice glass goblet for her first place finish in the White Fleet. Morgan and Thomas finished 1,2 in the Green Fleet while their younger siblings, John and Eli provided stiff competition on Sunday. Saturday's wind and waves (and we think Jordan motorboat chop is bad! Ugh!) were a bit daunting for John and Eli. Thomas was swamped by a wave! Oysters, BBQ and some serious karaoke by Tom and Dan capped off the entertainment on Saturday. Sunday dawned without enough wind for the Thistles to race, but the Green Fleet go in 4 races. A contentious protest delayed the

awards ceremony an hour, just long enough for a ferocious thunderstorm. What a weekend!

Finally, the course of CSC junior sailing needs to be chartered for the future and planning for next year begun. Please reserve the evening of **Tuesday, September 30** for a general meeting.

Tuesday, September 30, 7-8:30 pm - Parkwood Library meeting room  
<http://www.durhamcountylibrary.org/branches/pk.htm>.

Sail on!  
Amy C. Grobin  
109 Cardiff Place  
Chapel Hill, NC 27516  
(919)968-4618



# AUGUST KERR LAKE SERIES

## KERR LAKE SERIES AUGUST RACES

By Bob Graves

It was the last beat of the last race of the last day of the August Kerr Lake series. It looked as tho we were trailing the mighty Pelosi by a couple of boatlengths. We had had light shifty winds all morning. Pelosi tacked toward the committee boat end of the finish line and we elected to hold our starboard tack right to the pin end of the line. We shot the line at the last minute and heard the committee boat announce that Lightning 14852 had crossed the line - about 15 seconds ahead of John - giving us our first 1<sup>st</sup> place. It was a good feeling and we really need to thank John Pelosi for coaching us both on and off the race course.

Here's a recap of the Saturday and Sunday races. There were 21 boats at the line on Saturday (4 Lightnings, 4 Thistles, 5 Tanzers and 8 Isotopes). It was also great to see 6 Optis put to the water.

The winds were 5-6 knots at the start building to 10-12 with a light chop in the afternoon. PRO Michael Reese and his staff did a terrific job of setting up 3 nice courses (MWL, MWL2, and MO).

On Sunday the winds were light. PRO Reese was optimistic and setup up the 1<sup>st</sup> race as a MWL2. The wind never did fill in so Michael showed some mercy by shortening course half way thru.

Of special note was the appearance of Banana Boat skippered by her new owner Harry Cline. Ed Michaels had sold this fast Lightning and threw in on-the- water coaching for Harry and his crew Bill Kass. We'll look forward to seeing Harry and Bill out on the course and we all wish Ed the best as he moves to Annapolis and shows them what a crack CSC skipper can do.

A big thanks to the Thistle Fleet for providing breakfast on Saturday and a nice after race "Beach Party" with Jimmy Buffet and all the trimmings.



# LIGHTNING FLEET NEWS

Except for a few, Lightning sailors appear to be saving their boats from too much wear and tear. None-the-less, the few are getting their boats wet and having fun on a regular basis.

Avis and Henry Bridgers and John Pelosi sailed in the SAYRA Regatta put on by the Carolina Yacht Club on Wrightsville Beach on August 9 and 10. Our beloved Commodore John Norton sailed with Henry and Avis and Alan Krauss and Harold Broadwell sailed with John Pelosi. The SAYRA Regatta typically fields 125 boats and this year was not an exception. The Lightning fleet numbered about a dozen boats, a good turnout. Remarkably light winds and lumpy seas made sailing very tricky, but both teams made a good showing, with Pelosi's team losing the tiebreaker for second place to Steve Johnson, a CYC sailor.

Four Lightnings turned out for August CSC at Kerr Lake. It was really great to be back at that lake. The water was clear. The ramp levels were just right and the sailing area was used to great advantage by Michael Rees and his RC Team. Harry Cline sailed for the first time in his Lightning purchased from Ed Michels (the yellow one) who made his last appearance with CSC by showing Harry how to work all the gismos on the boat. Harry sailed well for a first timer! John and Brenda Chaplinski were tough to beat to the weather mark in all races, then fell back due to not having a spinnaker flyer. Bob Graves sailed fast with John McLaughlin and one of Bob's friends as crew. In fact he ruined what could have been a clean sweep of bullets for Pelosi's team of Tina Tenret and Gene Prather by beating them in the last race on Sunday. It was a fun weekend concluded by a picnic lunch in the shelter on Sunday.

Avis and Henry and Pelosi traveled to Augusta, GA on September 13 and 14 for a District Race. Dan Slone accompanied Avis and Henry. Harold Broadwell and Clay Rumble filled out John's team. We sailed in a fleet of a dozen boats from all over the Southeastern District. The bad news was the winds were really light and tricky for only two races on Saturday, none on Sunday. The good news was that it was a fantastic group of friends who sat around, told stories, got to know each other better and thoroughly enjoyed each other's companionship. This sport is more than just racing against each other!

Avis got two great starts in Saturday's races. They were well ahead of most boats in the second race when they had trouble with their spinnaker and fell back, but they are really getting that new boat moving fast! Pelosi lost fourth place on a tiebreaker with Bill Sloger with Pete Marriott, Bob Harkrider and Lenny Krawcheck rounding out the top three places.

**The Lightning Fleet is getting ready to hold its Borderline Regatta on October 25 and 26<sup>th</sup> at Kerr Lake. We always need help on Race Committee or other things. If you want to help and want to see a regatta with upwards to 35-40 boats of the same class, attracting Lightning sailors from all up and down the East coast, call Henry Bridgers, regatta chairman at 1-919-542-5547.**



# TANZER NATIONALS

## **2003 Tanzer 16 National Championship & Annual Meeting of the Tanzer 16 Class Association Lake Waccamaw August 23-24-2003**

The Tanzer 16 National Championship was held at Lake Waccamaw on August 23-24, 2003. This year we decided to start the regatta when the sea breeze normally shows up in the late afternoon and avoid the baking hot drifters we have had in the middle of the day for the Nationals in 2001 and 2002. Naturally, there was a nice breeze all day this year as a front was moving in the area. Nevertheless, we stayed with our game plan and went out for the first gun at 3:00 pm.

About that time, the skies began to darken, and an afternoon thunderstorm seemed highly probable. Butch Blanchard and Debra Walters took first place in a very exciting first race which may go down as a Tanzer classic (more on that later). Butch and Debra went on to win the Championship for the second year in a row. I doubt there was much suspense or surprise about that. Maybe the surprise is that they didn't win all five races—only four out of the five. Just for the record, they were over early in the third race and gave everyone a nice head start and still finished third. As I recall, they won all five last year so winning 9 of 10 National Championship races in a two year period clearly puts them in the Tanzer 16 Championship Circle!

The winds in the first race approached 30mph in the gusts which is too much for a Tanzer. The winds died down some and the Race Committee started another race. However, the lightning started before anyone made it to the second mark and the race was abandoned. I accused Butch of calling for the lightning as he was not in the lead at the time. I think this illustrates that he does have a home court advantage. Everyone went into shore and waited for the storm to blow over. After about 60 minutes, we went out again and had two more relatively uneventful races. On Sunday morning, we started early and had good wind for two more good races. The results are attached with trophies going to the following:

First Place: Butch Blanchard & Debra Walters  
Second: Ken Whitt & Neil McKeeman  
Third: David & Paul Mobley  
Fourth: Pete Thorn & Rush Greenslade  
Fifth: Doug & Jon McCaig

David Lenat retired as Treasurer after serving numerous years and we acknowledged and appreciated his service. (I hope he is resting this next year so he can campaign for President.) Butch Blanchard and company were thanked for putting up a great regatta, social, and dinner. The meeting was adjourned with great sailing to all.

For those interested in the blow by blow account of the memorable first race, the wind was out of the Southwest about 10 mph as I recall. We started near the pin end of the line and went to the left side of the course. We only tacked once near the lay line and rounded the mark in first place. Butch Blanchard went to the right side of the course and rounded second while Ken Whitt came up the middle and rounded a close third. There was a considerable gap before fourth place rounded as there had been a recall for two boats being over early. This caused considerable confusion and chaos on the line for many.

We put up the spinnaker for the second leg of a Modified-Olympic course. Butch went high on us and Ken went low. We took a gust and heeled considerably and had trouble controlling the spinnaker. Butch and Ken took advantage of this and were close to even with us. Then, I realized the spinnaker line was caught on the boom and suspected it was contributing to our problems. We debated awhile about fixing it or waiting until we rounded the reaching mark. After more problems with the spinnaker and hoping that the wind would stay steady, Paul went to free the line. As soon as he stepped to the leeward side of the boat, a little gust seemed to hit us and we heeled over dangerously. Paul jumped back to the high side of the boat, but we had passed the point of no return. I plopped into the water while Paul goes over the top and landed on the centerboard and kept the boat from turtling.

After verifying that we are both okay, I found a life jacket and tried to get it on while doggie paddling and throwing stuff back toward the boat. I looked back and saw the rest of the fleet heading right for us. It reminded me of the time I was trying to cross US1 North on foot and was staring at 6 lanes of traffic coming right at me. They all managed to avoid us, and I swam around to the centerboard and added my weight to Paul's. We rejected help from the safety boat as we thought we may salvage a few points if we could finish the race. The mast finally began to move and slowly came up. Paul goes over the side again and gets back in the boat—he finally gets wet when he sits in the boat full of water. I had uncled the sails but the boat comes up in about the same position that it went over. The sails fill and the boat starts moving. I start swimming as hard as I can and Paul luffed the sails to slow the boat down. He reaches back and pulls me to the boat. Then, Paul starts sailing the boat as I try to get my old body back in the boat. As I came over the rail, I am startled by how much water is in the boat. It is nearly level with the deck. About this time, we had reached the mark along with John Young who was the last boat at that point. As we were moving like a bathtub, it was the height of competitiveness or stupidity or something, but we shut him out from room at the mark and made him go around us which he promptly did. However, this seemed to fire us up as Paul started bailing and I took the spinnaker lines, and we started for the leeward mark. Paul counted that he threw

150 buckets of water overboard and, in true engineering fashion, estimated the percentage of the 2 gallon bucket that was full. Assuming that water weighs 8 pounds/gallon, he figured that he bailed about 2000 pounds of water. By the time we were at the leeward mark, he had about emptied the boat.

We rounded and immediately went to the left side which had been good to us on the first leg. About this time, we realized the storm was arriving from the right side of the course and the wind had shifted about 45 degrees toward the North (right side of the course). Since we were at the back of the pack when the wind shift occurred, we benefited from the shift over other boats on the left side. And, since the winds on the right side were overpowering boats on that side of the course, we benefited by being on the left. So, as we made our way to the windward mark, we passed many boats. In addition, with winds approaching 30 mph in the gusts and with darkening skies, many headed for shore. We made it to the windward mark and did a 270 degree turn rather than jib in the high winds. We headed for the downwind leeward mark and caught up with Doug McCaig and Ken Whitt at the mark. Recall that Ken was beside us when we turned over which gives an indication of how bizarre the race was. However, Ken managed to come out of the conflagration and confusion that occurred while the three of us tried to round at the same time in high wind conditions. As events unfolded, second place in the regatta was determined at that mark rounding. We finished the race in fourth place behind Butch, Pete Thorn, and Ken which is pretty good company to be with, especially after recovering from a capsized.

Respectfully submitted:  
David Mobley  
Skipper #286





# FLYING SCOT FLEET NEWS

## North American Championships



First, let me introduce myself. My name is Chuck Curtis and I have owned a Flying Scot (5375) for the past three years. Before the Scot, I sailed a NACRA 5.2 Catamaran. My introduction to Catamarans and Flying Scot sailing was at Lake Norman Yacht Club near Charlotte. I have been impressed with their commitment to the development and growth of their fleets including Flying Scot, Fleet 48. Their grand accomplishment was hosting the North American Championships which drew a record ninety Flying Scot's for a week of sailing. I have attached a few pictures.

Fleet 48 has shown me that a reasonable amount of effort and commitment can produce a viable and exciting fleet. But enough about Fleet 48. David Batchelor and I have decided it is time to rebuild Fleet 27.

Dave Batchelor has been fleet captain and the driving force behind Fleet 27 for many years. He has asked me to take over the responsibilities of Fleet Captain for Fleet 27. I have agreed because I want to race against Flying Scot's, not the open fleet. Dave and I plan to work together to find ways to grow the fleet.

But most important, we need everyone's help. Better turn outs at the CSC activities. Get your boats out and race. Help us find new folks who want to get into Scot sailing. New ideas? My email address is [ccurtis1@nc.rr.com](mailto:ccurtis1@nc.rr.com)

Another point of interest, Dave Batchelor is working with the CSC Foundation, Chatham County, and the Corp of Engineers to develop a Jordan sailboat site. There are several well-known community sailing programs that have been developed by joint efforts between non-profit foundations, which are often associated with a sailing club, and various governmental agencies. Chatham County expressed interest in working with us after Dave made a presentation to the county manager and director of parks and recreation. This work is on going and we will keep you informed of his progress.

# SPAR WARS



In our ongoing efforts to obtain US Sailing Judge Certification, Eric and I traveled to South Carolina Yacht Club, Hilton Head, Friday afternoon for the Spar Wars Regatta. Besides being a one design invitational, Spar Wars was also the Sunfish Southeast Region Championship and qualifiers for the Sunfish Worlds. There were four fleets on Course A, Sunfish with 35 boats, 18 Lasers, 6 Vanguard 15's, and 3 JY 15s, along with several Optimist Fleets sailing a B Course.



We met up with the Race Committee and other Judges around 8:30pm at the yacht club and sat down to a very relaxing scrumptious dinner overlooking Windmill Harbor. Truly the lap of luxury. Around 10:00pm, we left the yacht club to retire at our hosts for the weekend. We spent the next hour socializing in a magnificent home, and retired for the night to our personal suite.



8:00am Saturday morning had us back at the yacht club sitting down to a very nice buffet breakfast with two hours of free time before the 10:00 Race Committee Meeting. With my background in race operations, the recorder asked me to serve as Finish Line Siter, in addition to the Judge role. Initially I was hesitant to do so. I thought that it was better if the judges did not also serve on RC, but Chief Judge felt that I was impartial with regards to the finish lines, and was fine with me being line siter.

What that meant to me was that I wasn't going to get to be just a spectator during the racing, and would actually need to do a bit of work for my keep this weekend. Well, that was OK. I like the "work" as you know, and we were being treated like royalty. Turns out the other two judges in training also needed to work during the racing, giving out warnings to Rule 42, propulsion, violations, as well as keep an eye on the capsized boats, and watch the signaling for accuracy.



Little did I know how much work I had just agreed to do. Hindsight being what it is, I should have asked for flags....Downwind finishes and 35 boats finishing in three minutes. A less determined team may well have been overcome at the site of the Sunfishes bearing down to finish. But we were determined!

Two recorders writing, and two tape recorders running. After noting the first boat about to finish, I said "I Cannot See Sail Numbers". The second boat, I read the numbers backward,. But my recorders backed me up, and gave me the correct order of the sail numerals. I looked at the line of sunfishes and said "we got a bunch comin'" I read off the first number, on the outside of the line. Next breath, "Man, this is hard guys" I took a deep breath, pause, and then read off the line of numbers knowing that the tape and recorders are getting record of the mass that was about to cross the line. I read the sails off in a controlled manner, knowing that the recorders needed to be able to write what I said. Two seconds later, "I can't get them guys" Instantly followed by a stream of sail numbers,



along with an occasional "a missed boat" and subsequent "boat missed was" flowing out of me as I called the line. Wow.

Thus started our job of taking finishes for seven sunfish races. I quickly decided that I was going to only call out the last three digits of the sail number, and not all five. That helped in race 2, but made more work when we reconciled the sail numbers against the scratch sheet. Turns out we had 78333 and 49333, and we had 5755, and 57557. It also took me three races to be able to read of 0616 rather than 9190 or 60 or whatever else I did to that poor sail number. Something about a nonwhite sail makes it hard to read numbers. I'm not sure how long it took me figured out the H2O, rather than H20, is not a sail number.

As the sunfish rounded the last weather mark on the second race, the recorders and I looked at each other and said "We are going to have nightmares about Sunfishes after this is over." As we had made it through race one, and we had developed a bit of team experience, or determination was only stronger. Over the next six races, we had a lot of practice using Inside, Outside, Middle, and learning ways to identify boats by strip color, hull color, life jacket color. Though, first time I really needed to use the stripe color as 6 boats finished at the line within two feet of each other, and all I could see was the decks, I realized that if I was going to call out the stripe color, I needed to make note prior which stripe went with which sail.



After race 2, the wind pickup up some, and the PRO took the course lengthen the course. We were ecstatic thinking the Sunfishes would spread out. We were naïve. The fleet did spread out, but only some. Not enough to eliminate the clumps of boats at the finish. But we were learning the sail numbers, and getting better with the recording tricks needed to take the downwind finishes. We also had one skipper that as he finished at the Pin on Sunday, called his sail number out to us. (Something about getting a DNF on Saturday kinda made him want to be sure we got his sail # down on Sunday.) It was better than being recorded “missed boat at the pin”, “blank hole” or “stripe color”.

The lasers had close finishes as well, but amazing the difference between 18 boats finishing vs 35.

We also had an interesting recording issue in that we had sail #7 in both the Vanguard and JY15 fleet, which started together. When #7 was recorded OCS, our stalwart recorders quickly recognized the conflict, and seconds after the OCS was noted, also had the fleet recorded.



We had time between finishes for the two recorders to compare their notes. By the time we got to shore, we were ready to listen to the tape. We wanted to submit a good clean report to the scorekeeper. Talk about prolonging the experience. Imagine what it is like to listen to yourself over and over, barely suppressing panic. Ok, it wasn't that bad and we were having



great fun. All three recorders, the PRO, and the three judges stayed with the two scorekeepers, and each time they needed to have something cleared up, a team was all over the question, sometime fielding multiple questions simultaneously. Sunday, the scoresheets that we turn in were so pristine in appearance, we



received how praise from one of the scorekeepers. I told him “we’re trainable”. Turns out on Saturday, he had told the recorder that he would not accept score sheets unless there were written up only in a specific way. Again, on Sunday, the recorders and judges stayed with the PRO and scorekeeper, until after the finishes were posted and awards handed out,

in case any other questions came up. About 10 minutes after the awards, Eric and I said our goodbyes to our new friends, and those with whom we were becoming better friends.

Recall at the beginning of this story, I mentioned that I had gone down to serve as a Judge. Well, had we actually had any protests, I would have had to choose between supporting protests and certification, or supporting scoring, and I would have stayed with scoring. Governor's Cup and Oriental Sailing Social were fresh enough that I wasn't going to try help finish scoring and hear protests. Nope, no way.



Here's the scoop. Eric and I are spending practically every weekend either sailing at CSC, LTYC, or supporting other clubs as they host their regattas. We travel all over the southeast, get to stay at resort type locations, spend time on very nice motor boats on the water, with our cost being limited to gas, maybe a Friday meal, and any meals on the road, most of which is tax deductible. During the event, our meals and accommodations are covered by the Regatta, and we usually get T-Shirts and favors. In addition, we are contributing to supporting and improving sailing in the southeast and building friendships on the sailing circuit. If you have a few weekends each year that you would like to commit to supporting race mgmt and race operations in our area, let me know. I'll share our travel calendar with you, and make arrangements to have you added to the support team for a regatta.

October 18<sup>th</sup>, 19<sup>th</sup> is an [Advanced Race Mgmt Seminar](#) that I might attend near Charleston SC. It is a CSC sailing weekend, so not an easy decision. Oct 25, 26<sup>th</sup> has us at Smith Mountain for their annual PHRF Fall Invitation, the Michelob Cup.

Joleen Rasmussen

Isotope 1027

Club Race Officer, Judge in Training, US Sailing.

**MumFest '03**  
**New Bern, October 11, 12th**  
**[www.mumfest.com](http://www.mumfest.com)**

Recognized as one of the finest family festivals in the state. It is a combination of fantasy, fun, education, and continual entertainment. To really top it off, it has a boat show. This is 3rd year for the boat show, and it is a lot closer than Annapolis. The Isotopes will be exhibiting at the boat show, and Eric and I will be down there covering the boat show for the Isotopes. As much as we love to visit New Bern, I hope to see some of you there. Hey, and if you want to spend some time promoting Isotope's...I'm sure I can turn over the turf.

Joleen - [ejrasmussen@mindspring.com](mailto:ejrasmussen@mindspring.com), 919-369-5784.

# CAROLINA SAILING CLUB CALENDAR

<b>CSC EVENTS      October 2003</b>						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7 <b>Board of Directors Meeting at 7:15</b>	8	9	10	11 <b>Jordan Lake Series – Vista Point</b>
12	13	14	15	16	17 <b>Monthly Social at 6:30</b>	18 <b>Kerr Lake Series – Henderson Point</b>
19 <b>Kerr Lake Series – Henderson Point</b>	20	21	22	23	24	25
26	27	28	29	30	31	

### **DEATH OF A CSC MEMBER - Mr. Zoltan Szerelmey**

Although I didn't know Zoltan well, he helped out recently at the Governor's cup. I know many of the members were happy to see him there. His obituary is below. Rhoda would know more about the family and be able to answer any questions you might have.

DURHAM - Mr. Zoltan Szerelmey, passed away Friday morning, August 22, 2003, at Duke Medical Center, following declining health. He was the son of the late, Nandor Szerelmey and Elisabeth Kutsera Szerelmey. Mr. Szerelmey was a mechanical engineer at GTE/Verizon. Following 38 years of employment, he retired in 2000. He had a love of sailing, photography, art, music, and gourmet cooking. Mr. Szerelmey had a special love for his grandchildren. Surviving are his wife, of 48 years, Carol Chatelain Szerelmey; daughter, Laura Szerelmey Gold and husband, Donald of Chapel Hill; two sons, Thomas Charles Szerelmey and wife, Cathy of Zebulon and Robert Stephen Szerelmey of Durham; sister, Katalin Mak and husband, Peter of Wadsworth, Ohio; grandchildren, Melissa, Jason, Ryan, Alex, and Elisabeth; and nieces and nephews.

In lieu of flowers donations may be made to the Leukemia Society of America, 4320 Bland Rd., Raleigh, NC 27609.

### **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 - gmckim@bellsouth.net