

the Hailer

February 2006

A Monthly Publication of The Dallas Corinthian Yacht Club

COMMODORE'S REPORT

David Patterson



In 1956 my father, Balfour Patterson, was the first Commodore of DCYC and now fifty years later the club officers asked me to be Commodore again in 2006. They said it would be fitting that the son of the first Commodore should preside during the 50th Anniversary Celebration. I think what they really wanted was to get some more work out of me. Actually, I must say that I am truly delighted to be involved with the activities of the coming year.

Fifty years ago, sailors from two clubs on White Rock Lake, the Dallas Sailing Club and the Corinthian Sailing Club formed a new yacht club on what was then called Lake Dallas. Now half a century later, DCYC is still going strong, enjoying a newly remodeled clubhouse, hosting the largest regatta in North Texas and looking forward to the June 3rd 50th Anniversary, where some old friends will meet.

REMEMBERING DCYC

Richard and Jane Leavitt

We first discovered DCYC in 1972 while searching for a marina to dock our new auxiliary sailboat, a Coronado 25. We wanted a marina that was close to North Dallas, so we settled at Pier 121, then known as Yacht Harbor Marina. The only way from northwest Dallas to the lake was up Old Denton Road, and it would have taken us over an hour to get from home to DCYC. There were only a very few houses in what is now The Colony, and you could get lost getting to DCYC.

After learning to sail a "big" (25') boat, we joined the Yacht Harbor Sailing Club, which had 84 members, charged \$50 per year dues, and everyone raced on Sunday. We met a number of the DCYC racers on the course, and became friends. In 1976, Yacht Harbor Marina sold, and the new owners, Pier 121, had a lot of plans, none of which seemed to benefit

sailboat owners. As Commodore of YHSC, I and the flag officers met with the new owners, but got little satisfaction.

About the same time the Commodore and some flag officers of DCYC contacted us, and suggested a merger of the two clubs, with YHSC moving to DCYC. We held a general membership meeting of YHSC, and 63 of the 84 members voted to merge and move. In the early spring of 1976, the YHSC group bought existing empty slips at DCYC and built approximately 40 new slips, which we added to the ends of the existing docks 1 thru 5. A drawing was held to determine the order in which the new owners would choose their new docks. In mid-March we moved *en masse*. Those were great racing days, with 3 fleets on the starting line, with 12 to 15 boats per fleet.

The first Commodore of YHSC had been Al Schmidt, and we brought the Al Schmidt Regatta with us when we moved to DCYC. It was later renamed the Terlingua Regatta. In 1980, we had the second of two serious droughts in a row, and the lake dried up to the point that the DCYC harbor was totally dry, the boats sat trapped in the dried mud, and the weeds were 3' high. Our greatest fear was grass fire, which could have wiped out a hundred boats. The shoreline was about 100 yards south of the breakwater.

That year I was editor of the Hailer, and as model building has always been a hobby of mine, I inaugurated the "Al Schlitz Regatta" and pushed it in the Hailer. Obviously a play on the Al Schmidt Regatta, and named for the 12

beer cans used to make the swimming pool size sailboat. The boats were called "12 liter class" boats.

Of the 63 members of YHSC that moved to DCYC, nearly 30 years of attrition has taken its toll, and Jay Colburn, John Finks, and I are the only remaining members who made the move. David Patterson's family was a member of both clubs at the time, but their boats were here at DCYC.

In 1978 Jane and I bought an empty lot on the southwest corner of Yacht Club Road and Cedar Pine Lane, next door to Forrest Garb's cabin. The Garb cabin is gone and Leslie Maynard's home is built there now. We moved that yellow house from Abrams Road and LBJ in Dallas to our lot for a weekend cabin, and enjoyed it for 9 years. We only sold the cabin to buy our present home on Cedar Pine Lane, 200 yards from the yacht club.

Prior to the opening of Lake Ray Roberts, our lake conservation level was 515' above sea level, rather than its present 522'. The most water we could hope to start the summer with was 7' lower than our normal level now. By the end of the summer, the water would be down to 508', which meant the harbor typically had only 5' of water over the bottom, and the bottom was covered with old rusted 55 gallon drums, the original floatation of our docks. During one of the droughts (1980, I believe) we voted to dig out the harbor with bulldozers and front-end loaders. We managed to remove about 3' of dirt overall. That dirt became the parking lot in front of the docks, which used to be a gentle slope that ran from the top of the hill to the waters edge.

Commodore Art Fekety (circa 1977), parked his brand new Volkswagen on that gentle slope, but some failure of parking technique caused the Volks to head for water. We discovered that a Volkswagen will float, at least long enough for it get 75' off shore.

Because of the droughts, in the late 70's we started a fleet of dinghies that could be sailed in the shallow water. We brought 5 different dinghies out to



**DALLAS CORINTHIAN
YACHT CLUB**
www.dcy.org

the club for members to vote on to determine the one that would be the most appropriate. The selected dinghy was a boat made locally by the Chrysler Boat Company. The DCEF (Dallas Corinthian Educational Foundation) was formed to give members a way to donate money, tax free, to fund purchases of the dinghies. A few were bought by individuals, and we soon had a fleet of 13, which were sailed by youngsters and adults alike.

Our first floating breakwater was built then of telephone poles and car tires. It worked quite well until one of the periods of low water caused it to go aground, which filled the tires with shale, never to float again.

The long awaited construction of Lake Ray Roberts allowed the Corps to raise Lake Lewisville's water level 7' and hopefully has ended our periods of low water.

The road to the yacht club has undergone many changes. A neighbor on Cedar Pine Lane has had a home here since the late 1930's, and she remembers when the road was one lane dirt, with several barbed wire gates. When the road was finally paved prior to 1956, it was of very thin black top. Driving to DCYC involved a lot of weaving on both sides of the road to miss the gigantic potholes. We had work-parties just to fill potholes with rocks and dirt. Oak Point was incorporated sometime in the 70's, and then began generating tax money for road repairs.

HARBORMASTER UPDATE

Charles Hoffman

If you are a dock owner, you probably noticed the \$50 extra charge in your monthly bill. Your February bill will include installment number two of the \$150 assessment approved at last November's annual meeting. Two down, one to go in March and then we're clear! Thanks, this decision will help keep the dock fund sound.

RACE CORNER

Jack Branch



The January 2006 issue of "The Ensign", which is The Ensign Class Association Newsletter had some interesting comments from Stuart Walker who is a prolific writer of sailing books and articles. Mr. Walker has some excellent commentary in regard to competition, along with developing and maintaining a race program. The

following excerpts are from that article.

There is a genetic influence in almost everything we do, that we all have an innate endowment to intuitions and instincts. We are genetically predisposed to belong to a group. We are also driven to dare, to try, to take a chance-to compete. In sailing, this is a fragile activity, because we are competing against friends, other members of the group to which we belong. He believes it is not important to try to bring all the people up to top level. It is not important that everyone is a winner. Not everyone wants to be, and not everyone can be. Taking part in the competition is what is important. And, of course we need to help others, and show folks how to do better if they desire to improve their racing/sailing skills.

He spoke of a specific example to point out how people can improve their knowledge of sailing. Years ago, Mr. Stuart and Sam Merrick regularly traded 1st and 2nd places, although both hated to lose. This situation was ideal for the rest of the fleet however, as after racing, the fleet would meet with adult beverages in hand and the two of them would animatedly and heatedly re-live the race and describe their moves. The others in the fleet listened intently, enjoyed those exchanges and tucked away facts to apply for themselves in the future. He also made the following observations.

- Each person is important in the fleet's activities and recognizing the importance of the last boat is perhaps the most important. Everyone needs the last boat!
- Recognize and celebrate the importance of the game itself. Establish routines and rituals. Gathering after the races is an important piece of getting and keeping everyone involved.
- Trophy presentation. Start with the last, and mention every single placing to establish the importance of each person participating.

Mr. Stuart does not believe that a "B" Fleet is a good idea, although that is probably debatable, and is perhaps why DCYC has it beloved "Mullet Fleet".

As we start a new racing year at DCYC, there is some valuable insight in the above comments in regard to building the interest and participation in the racing program. Each reader will probably take away something different and that is good. One of the best ways of increasing participation in the

program would be for each active racer to recruit a sailor who would like to begin racing but is not comfortable with their experience level.

The experienced racer could serve as crew and help to successfully negotiate the course and go over the basic rules. Perhaps a designated race could be arranged for this purpose so the level of competition would be more even.

In the event you have not checked out the race schedule on the DCYC website, you will find that Race Committee has put together a very active schedule that will have something for everyone! The Spring Series begins on Saturday, February 18. Hope to see there, on the line, on the water!!

WEBSITE NEW LOOK FOR 2006

Chris Favors

The DCYC Web Site has a new look as well as some scripting upgrades. Please spend some time looking over the site and you'll see some of the new additions. For one thing there is now a member login section. This section of the web site is for DCYC Members only.

In this section you will find the online membership directory, the jib crane calendar and the dock register. All these departments are in a secure 128 bit encrypted area. Each is only accessible with a user name and password. If you haven't already registered for your login account, you can do so by clicking on the "Member Login" banner at the top right of the Home Page. Then follow the instructions to go to the "Account Registration" form.

Crane Reservations						
December 2005						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Once you have logged in you can navigate to any of the "Members Only" pages in the web site. You will also see a link that allows you to request an addition, deletion or update to your online member listing. If you are a new member and are not yet listed in the online directory, use this link to have
(continued on page five)

DCYC Then and Now

A pictorial view of DCYC in 1956, its founding year and now 50 years later.



The first floor of the club in the early years. At this time there was no second floor. Note the unique fire pit and the natural redwood walls.



To the right is the first floor today after a successful renovation. The fire pit is gone and replaced with a serving bar. All of a sudden, the first floor is now getting lots of use.

Below is the new "History Wall" with some great shots of the club and some early races.

Below and right is a 50th anniversary plaque on one of the new chairs, honoring our 50th year commodore, David Patterson



DCEF SUNFISH RULES AND REGULATIONS

In anticipation of greater utilization of the reconditioned DCEF Sunfish boats the DCEF Board has adopted the following set of Rules and Regulations which will become effective immediately. A weather protected copy of this document will be placed in the Dock Box on the Dock 5 dingy pad along with a Sign in and Sign out form. It is anticipated that these measures will result in the preservation of our DCEF fleet and allow DCEF to maintain the equipment.

1. Use of the **DCEF** Sunfish sailboats is limited to the following: members of DCYC in good standing, guests of DCYC members when the DCYC members are present on the Club premises, adult/children students enrolled in the Sailing Class Program or the Junior Sailing Program, members of the UNT sailing team during their normally scheduled sailing class.
2. Each person who uses one or more of the **DCEF** Sunfish boat is responsible for securing all of the removable items (Daggerboard, tiller/rudder, sails, lines and sail cover), replacing the boat or boats used on the pad in each of the boat's cradle and tying each boat to the cradle.
3. The **DCEF** Sunfish sailboats are identified with the **DCEF** letters and a number on the bow. **All other boats are privately owned and are not to be used unless the owner grants individual permission.**
4. Prior to using any of the **DCEF** boat, fill out the **DCEF Boat User Form** that will be found in the Dock Box on the Sunfish Pad at the end of Dock 5.

Guidelines for Rigging the DCEF Sunfish Boats

1. Untie the boat from its attachment to the cradle and untie the Painter from the dock. Remove the Sail Cover and stow it in the Dock Box.
2. Attach the tiller/rudder complex, if one is not already attached to the boat, with the tiller ***BENEATH*** the traveler/bridle. If the rudder is attached, check to see if it is properly and securely attached. Remember that if the Rudder is moved to the horizontal position, it must be placed into the "vertical" position to sail the boat.
3. Place the Daggerboard into the cockpit, not in the Daggerboard well. Make sure that the mainsheet with the snap clip is attached to the traveler/bridle. Ease the boat into the water making sure that the keel is riding on the roller at the edge of the dock. Tie the Painter to the dock.
4. Raise the Mainsail by pulling on the main halyard until the upper spar is at the top of the mast and secure the halyard to the cleat at the base of the mast.
5. Insert the Daggerboard, untie the painter and place it on the deck, get into the cockpit shove off and enjoy your sail. Sometimes it is necessary to support the weight of the lower spar with one hand as the other hand pulls on the halyard to get the upper spar at the top of the mast.
6. Upon returning to the dock, lower the mainsail, remove the dagger board and place it into the cockpit, get out of the boat and raise the bow of the boat onto the roller. Pull the boat out of the water onto the cradle and secure the boat with the painter.
7. Do not leave the boat in the water unattended for extended periods of time. Certainly, **do not leave the grounds of DCYC without placing the boat on the pad and securing it as described below.**
8. Remove the Daggerboard and place it beneath the boat. Replace the sail cover over the sail and spars. Tie the entire boat and sail/spar complex to the cradle with appropriate lines
9. Complete the **Boat User Form**, noting any missing parts or damaged areas, and replace it in the Dock Box. Your cooperation is appreciated.



Website New Look Continued...your member listing added.

The new reservation forms are now interactive. You will receive an email confirmation for all your event reservations and race registrations. These email confirmations are in HTML format. If you are unable to receive (your email in HTML format, the confirmation may look a bit weird. All events, both social and racing, will be listed on the Home Page in the "Event News and Reservations" block. This is where you will pick up the link for the reservation and registration forms.

LEUKEMIA CUP UPDATE

Jennifer Benson

DCYC will be host the 5th Annual Leukemia Cup Regatta April 28-30, 2006. As always, it will be a great weekend of racing, entertainment and raising funds for The Leukemia & Lymphoma Society. The Regatta will once again be a stop on the J80 Circuit.

Registration will begin soon, but it's never too early to begin fundraising for some great prizes, including a fantasy sail with Gary Jobson, world renowned sailor and chairman of the event. Active.com is an easy tool in setting up a personal fundraising Web site where donors can donate securely to your goal. Please join us as we break the \$500,000 goal in cumulative fundraising for the event!

Contact Jennifer Benson at LLS at 972.354.8307 or bensonj@lls.org, David Butler or Debbie Adams for more information or to join the planning committee.

NEW HAILER EDITOR

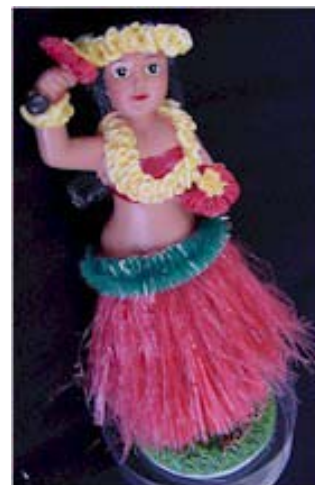
Will Braat

Starting in March, Mike Conrad will take over as the new Hailer Editor. Mike has been a member for several years, lives in McKinney and co-owns a J/22. Please send any articles, contributions, classified and news items to Mike by the end of the month and

he'll get them in the Hailer.

Thanks for everyone's help over the last couple of years making the Hailer an informative news avenue for the club.

Remember the Hailer is your newsletter so keep the contributions coming.



DCYC CLASSIFIED

To place your ad, contact Mike Conrad at 972.540.1479 or conraddcyc@sbcglobal.net

CLUB OWNED SLIPS FOR SALE OR RENT

113, 118, 120, 216, 308, 322, 324, 400, 500, 501B, 501C, 503, 505, 510, 511, 511, 518, 522, 538. Contact Harbormaster Charles Hoffman

DCEF OWNED SLIPS FOR SALE OR RENT

319, 320, 507, 515

SLIPS FOR SALE, MEMBER OWNED

Sale or rental restricted to DCYC members only. All sales must be coordinated through the Harbor-master Charles Hoffman 972.385.6062

107 \$1200 Large Sth facing 972.294.5812

501 \$400 OBO. Docklines (214) 995 6968

301 \$650. Contact Gerald Stevenson at (214) 995 6968.

503 For rent or sale Norm Harrison 940.387.6678

504 \$500 Bryan Biddle 972.292.1400

514 \$500 OBO. Dick Cook 817.430.1427

527 \$600 Marty Haest (512)250-3660

622 Sherry Machens 972.294.1990

602 (Covered) \$5500.00. Call 972-294-2787

BOATS FOR SALE

Ranger 23 & Slip 420, good condition, bottom just finished, well equipped, Nissan outboard, Hugh Berryman - 972.233.8983.

West Wight Potter, 19' sleeps 4, 5HP Nissan OB and all rigging with trailer \$9,950. For more info: Tom Winterburn - 972.292.3665

21' San Juan, 22' South Coast, 15' Ski Boat All need TLC, Judy Martin 972-292-2479

1971 Ranger 33 - 10 sails,A/C,1 year old bottom,one of a kind. Contact Randall Massey rmassey@networkcircuits.com

1973 Catalina 27' tall mast & Slip #312 Complete range of sails, electric start outboard motor used one season,depth & knot meter, \$7,000. Sam/Susan Shortes 972-317-1660 sshortes@airmail.net

1980 S2 7.3 24 ft. Fixed Keel with 8 hp Yamaha. Also included in price is slip #501 \$8,500. Contact Gerald Stevenson at (214) 995 6968.

Motorboat & Slip 505, Converted Century 17 with 25HP 4-stroke Nissan OB (2002), Tachometer, Speedometer, Depthmeter, \$3,450.

Willem Varekamp, 972 294 5703, varekamp@sbcglobal.net

1995 4 Winns Horizon 200. 20 ft. New Cobra 5.0 liter inboard with very low mileage. Cover and boat in good condition. Kept in covered slip. Asking \$11K. Call 972-294-2787.

1992 18' Crownline, Chev V6 175 HP Motor 1992 Wills Boat Trailer, New Cover, Life jackets (2), Skis, and Ski Rope , Cost: \$5200.00 Contact Ron or Lisa at 940-300-6656

DCEF Needs Donated Boats

DCEF currently has five functioning sunfish for sailing classes and is looking to expand our fleet. Sunfish in need of repairs are welcome as we have members who donate their labor to perform fiberglass and other repairs. Please notify Carolyn or Darrel Janssen at 972-467-8993 or cjanssen@americorp.com

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TREASURER - Dave Joiner

SECRETARY - Kendra Favors

FLEET CAPTAIN - Dagny Boaz

FLEET SURGEON - Jay Hoppenstein

HARBORMASTER - Charles Hoffman

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Mike Ewald

Chris Favors

Gail Wilson

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John Horwedel

Sherry Massey

Charles Hoffman

Emmett Stoker

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Dock 3 Chris Gaines

Dock 5 John Kleinenberg

Dock 2 Guy Bordelon

Dock 4 Dick Brown

Dock 6 Vida Peregoy

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LONG RANGE PLANNING - Randall Massey

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SHIP'S STORE - Gail Wilson

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WEBSITE - Chris Favors - chris@visy.com

Hailer—Mike Conrad

EDITOR'S NOTE: For corrections, please call 972-540-1479 or email conraddcyc@sbcglobal.net



DCYC 50th Anniversary, Reunion and Open House

On June 3 we will be celebrating the 50th Anniversary of DCYC.

We need your help finding former members and their kids, old crew, and scattered old friends. Everyone is invited. Please track down your old amigos and encourage them to track down their friends and put the June 3 event on their calendar. Festivities start at 1:00PM with kite flying contests, volleyball, Al Schlitz regatta in the pool, sailing with old friends, and continue into the evening with a Luau. We need old photographs of members and events to fill the DCYC album. We will have photo scanning equipment standing by so please bring your old pictures. Please email or phone the addresses of old DCYC members that you have kept in touch with over the years to mcarroll@finks-carroll.com or 214-561-8686 and we will send them an invitation to this reunion. Please get this information to us quickly; we are running out of time.



**1399 Yacht Club Road
Oak Point, TX 75068**

See other side for 50th Anniversary Celebration details.