



the

# Hailer



April 2006

A Monthly Publication of The Dallas Corinthian Yacht Club

## Commodore's Report

*David Patterson*

We have several important dates to remember. The first is April 15. No it is not important because it is tax day, it is important because it is the annual spring clean up/workparty. We will be working on the docks and preparing for the Leukemia Cup Regatta. Free hot dogs and refreshments will be served.

The Leukemia Cup Keelboat Regatta is at DCYC on April 28th through the 30th. This year we expect the largest number of boats yet.

Finally, the DCYC 50th anniversary celebration is on June 3. Plans for the 50th are going well and now include a wooden boat show.

On a sad note, a DCYC icon, Dr. Alan Woods passed away last week. Doc as he was affectionately called by the membership has been a source of wisdom, entertainment and inspiration at the club for over 40 years. Some of my fondest memories are of growing up at the DCYC with Doc, his wife Ann and his three sons, Steve, Peter and Richard. DCYC will miss him greatly

See you on the water.

## Race Corner

*Jay Hoppenstein  
Cyrano*

Saturday, March 25, was mild with temperatures in the 60's, clear skies, and SW winds about 5-10 knots. The impromptu "Make Up" Spring Series race attracted only 3 boats: Cyrano, J Meister, Jr., and Holiday. The winds blew from 120 degrees at the start and the course was Windward/Leeward, three legs from Green to Mark # 3. As the winds slowly died during the first race, the course was shortened by David Butler, RCC, with a finish downwind after two legs. The Second Race was abandoned.

A transit on the line from the pin end toward the Committee boat was

indicated that the port end of the line was strongly favored.

Cyrano decided on a port start at the port end of the line as did J Meister. About 1 minute before the gun, Cyrano, about 15 boat lengths from the line headed directly at the pin on a close hauled course. J Meister was caught barging on port to the left of the pin and, as they converged, J Meister had to take Cyrano's stern 2-3 seconds after the gun. Holiday started at the starboard end, on starboard, gun but having chosen the unfavored end of the line, was already behind.

Cyrano remained on port for the long, favored tack while J Meister cleared her air. By the time she tacked back to port Cyrano had a large lead which began to evaporate as the wind slackened leaving, large holes of dead air in patches on the approach to what Cyrano mistakenly believed to be mark 3. Meanwhile, J Meister had found her air and was heading briskly to mark 3. Just before Cyrano was about to round the wrong mark, with spinnaker ready to be set, she realized that she was about to round # 2 mark, not a mark of the course! Tacking back to port and heading for Mark 3 Cyrano found herself in one of the airless holes. After several painfully slow minutes elapsed, all the while J Meister gaining, the wind, now from the SW, freshened as Cyrano reached for Mark 3, rounding it first and set her spinnaker on a starboard jibe with clean air in only < 5 knots of breeze, again from the SE. As the wind continued to diminish the committee boat signaled and displayed the Shorten Course flag, indicating a finish at Green. The signal heralded in a large calm that beset an airless disc

around the finish line. Guess who had the wind now. The significant lead over that Cyrano once had over J Meister was rapidly diminishing and the distance between the two was shrinking with every passing second. The breeze that J Meister enjoyed finally reached the dead-in-the-water Cyrano who managed to cross the finish line 1 m, 8 s ahead of J Meister. J Meister took a first on corrected time. Holiday had already retired.

The day was celebrated with a hot dog, mustard, relish in a warm bun in the comfort of the club house. A great day.

## Al Schlitz Regatta

*Randall Massey*

I have been asked by our 50th Commodore to collect beer cans for the Al Schlitz Regatta at the 50th Anniversary Party.

Please save your cans uncrushed and I will collect them from you in person on or around the crane area.

Please, no sissy(Lite)Beer Cans. They make me breakout in a rash.

## Our Condolences

Our condolences to Jim Cornelius who lost both of his parents on the same day last month.

Both were in their 80's and died of natural causes within a couple of hours of each other.

## Remembrances

*Marty Davidson*

I joined the club in 1969. Only because of the nearness to the Club, and on impulse, I bought my house on Yacht Club Drive near Easy Street. In those single days, I spent most of my weekends in Dallas and was never really involved either in racing or administration.



**DALLAS CORINTHIAN  
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[www.dcy.org](http://www.dcy.org)

administration.

Among my most pleasant memories was the warm, informal gatherings around the sunken circular fireplace which was the heart of the club. Once the second floor sprouted, it was a different Club, better undoubtedly, but something was lost that, for us, was never quite regained.

I had arranged to teach my classes in the mornings and the evenings so that I could sail my Sunfish on weekday afternoons (much to the gratification of my dermatologist).

I remember with pleasure much small talk with Temple, who had been caretaker forever. I also remember Arthur Nazro who, if you didn't race, wouldn't bother to talk to you. Bitter sweet is the memory of good friends who are gone like Dave Fitch and John Carroll.

## 2006 Junior Activities at DCYC

*John Horwedel*

*Junior Activities Chairman*

We have big plans for youth activities this year! We will focus on some family activities including a raft-up, pool party and cookout, volleyball, sailing, skiing, tubing and other ideas that come up. Members are encouraged to ask their children and grandchildren about the activities they would be interested in. Please call or e-mail me to get those activities scheduled. Then bring the kids and their friends to DCYC for a day of fun. If interested, mark the following dates on your calendar and e-mail me at jahnyh@att.net to indicate what dates work for you and what activities your kids are interested in. The dates currently planned are May 27, June 10, July 8. We hope to get family groups out to the club for some activities on the grounds and in the water. We will share the experience with guest friends and families of our kids / grandkids. The club will get great exposure, our kids will have a blast and we get to play with them for a Saturday at the club.

We are also working on a summer sailing camp and lesson program. A weekend learn to sail course on June 17, 18 and June 24, 25 will be held. We will also have a one week summer sailing camp June 19-23 given sufficient interest. Contact Tonja Sanchez at texas.sailing@yahoo.com to express

interest in signing up your kids / grandkids for a junior sailing program this summer. Based on interest, Tonja will schedule the appropriate program.

Also consider participation in the Metroplex Junior Series this year.

This series is a fun way to have your child introduced to racing and continue their sailing interests. Members of local sailing clubs have gotten together to pool junior sailing to create a larger group. While your local club may have junior sailing camps, this series provides a way to travel locally, race at other venues, meet new kids, make lifelong friends and have fun sailing.

DCYC will host one of the "just for fun" Metroplex Junior Series events on August 5th, 2006.

[metroplex\\_junior\\_sailing.home.comcast.net](http://metroplex_junior_sailing.home.comcast.net) for more details on the whole program. You can also contact David Butler – [dbutler4@mac.com](mailto:dbutler4@mac.com), by phone H.214.349.9662 C.214.532.5122 for more details.

Use [www.dcy.org](http://www.dcy.org) to sign up for sailing classes and stay up to date on planned activities.

## Entertainment Kudos

*Debbie Adams,*

*Entertainment Coordinator*

Wow, what a quarter of fabulous and fun social events!

Thanks to Kristin Lyon who led the charge!! Her skill in the craft of cooking certainly makes Kristin's events some to remember. She teamed up with a crew of volunteers to host or co-host each event. Just to refresh everyone's memory...

- New Year's Day brunch & Mid-Jan Beef Stroganoff dinner - Kristin Lyon;
- Sunset/Moonrise Potluck -Dick & Jane Leavitt;
- Super Bowl Party -Sherry Massey;
- Valentine's Day cocktail party- Sandra & Bob Sinclair;
- St.Patrick's Day Party -Lyon/ Sinclair

Thanks to everyone for all of their hard work, coordination and the fun festivities this past quarter at DCYC!

## Spring Clean Up

*April 15th 9am - 3pm*

Be sure to get your taxes all wrapped up, so that you can volunteer for the spring clean up (work party) --it's lots of fun and a great way to meet various members. Volunteers are needed for grounds projects, dock projects and more. Please join in, even if it's for a few hours. Breakfast treats, lunch and beverages will be provided to all who help out.

Please RSVP online to volunteer and note what hours you'll be joining the fun OR just show up that morning -- reservations not required, but appreciated for planning the food.

## Surgeon's Knots

*Jay Hoppenstein*

*Fleet Surgeon and sometimes, Navigator*

Today, with the availability of high quality nautical charts and the prevalence of GPS plotters, finding one's location on the water may no longer seem challenging. The use of a compass, chart, straight edge, divider and sextant to determine the location of a vessel is today's equivalent of using a slide rule instead of an electronic calculator to perform mathematical calculations. Nevertheless, I have always had a fascination with the theory and instrumentation used to accurately determine a position using tools and skills whose origin dates back to the earliest voyagers who bravely crossed the oceans into the unknown.

The following will be the first of a series of short articles dealing with the principles and the techniques used to determine a position using a compass, sextant, elementary mathematics, a little geometry and the knowledge of a handful of "navigational" stars including our sun. We all know the answer to the question, "Where am I?" ; "I am right here!" Ah . . . but where is here?

Imagine that you are on Yacht Club Road heading toward DCYC. Your Line of Position (LOP), is Yacht Club Road; however, just knowing that does not establish where you are on that road. Without some other reference, a cross street, for example, you could be anywhere on the road, though certainly, you are on that road. If instead you sighted across a compass (taking a bearing), and noted that DCYC was 180° from you, then your LOP would be 180° from DCYC. A single LOP only

tells you that you are somewhere on that line, 180° toward DCYC. Standing at the same location and immediately taking a second bearing of a prominent feature on the western shore of lake Dallas, say 270°, would provide you with another LOP. Using a map of the area and drawing one line from DCYC of 180° and another line drawn from the bearing of the feature you had taken on the west side of the lake, you would see that these two lines, LOPs, would intersect. There would be only one place that you could be on both LOPs at the same moment - at the intersection of the two LOPs. Your position is at the intersection of these two lines. Such an intersection of two LOPs is called a Fix. If you take a pencil and experiment with drawing lines that intersect, it will soon become apparent that two LOPs that are 30° to 60° apart would intersect more accurately for a Fix than two LOPs that have a narrow angle between them. A small error in drawing two lines at right angles to one another would result in a small error of the Fix of one's position; however, the same small error in drawing two lines with a narrow angle between them would result in a large error at the point of intersection and an erroneous Fix. The most accurate way to establish a Fix using bearings is to take at least three LOPs. If they all intersect at about the same point, then you can have confidence that the Fix is accurate. If the three do not intersect at about the same point, then one of the LOPs is incorrect. But, which one? If more than three LOPs are taken, then the one which does not intersect at the same point with the others stands out and can be discarded.

Lines of Position can be arcs of known radiuses expressed as distances drawn on a map from fixed objects, such as lighthouses, whose heights are known and whose distances from the observer can be derived using tables or trigonometry. Where the two arcs intersect, a fix can be determined. An arc and a bearing from another object can be combined and drawn to determine a fix at their intersection. Radio beacons, bottom depths, distances from known objects and bearings can be combined to determine an intersection when plotted on a map to establish a Fix.

For coastal piloting the use of a compass to take three bearings is the most common and rapid way to determine a fix of one's position. It is not a difficult skill to develop, but one that does require some practice to perfect. Part of the difficulty is identifying

accurately the object or shore feature on a map from which the bearing is taken. It is always advisable to pick readily visible, unmistakable landmarks such as a promontory of land or a tower on shore on which to take a bearing. From the water, shore features often look alike. A mistake at identifying the object of your bearing would render any fix unreliable.

Another skill required of the navigator is to adjust the Magnetic bearing noted on the compass to a True bearing before drawing a line on the chart. Additionally, for the most accurate work, Deviation and Variation should be taken into account. Deviation is the deflection of the needle of the compass away from the magnetic North Pole, either easterly or westerly, solely due to extraneous magnetic attraction of objects on a boat such as iron, metal alloys and magnetic radio speakers. Boat compasses can be adjusted to minimize the effect of Deviation, and for the most accurate work, tables can be constructed to permit the correction of a compass reading for deviation for each point of the compass. On small fiberglass or wooden sailboats sailing short courses near land, the correction for deviation is not necessary, usually, and is most often, ignored.

Another correction which is more important than Deviation is the correction for Variation. The earth's magnetic field is not constant in either intensity or direction. In some areas of the world the Variation can be as much as 20° E or W. Near the poles the Variation can be as much as 60° E or W. Changes occur daily and yearly; however, only over longer periods of time, are these changes important to the navigator. These changes, called Variation, are printed within the compass rose of a chart and expressed as Easterly or Westerly degrees of Variation. This means that at many places of the world the compass does not point to the Magnetic North Pole; therefore, a correction for variation needs to be made. Variation should be applied to magnetic bearings when inscribing LOPs on a chart whose coordinates are always True North.

There is an acronym to help remember the steps involved in converting magnetic bearing to true bearing: "Can Dead Men Vote Twice? Add Earth." Forgetting about recent Presidential elections, remember, CDMVT + E. Each letter helps the navigator to convert the Compass reading to the True reading. Using the

CDMVT to remember the sequence, take the Compass reading,

(add or subtract the Deviation, to equal the Magnetic reading), add or subtract the Variation to get the True bearing to be drawn on the chart. What is the +E for? +E reminds the navigator to add the Variation if it is Easterly, and conversely, subtract the Variation if Westerly. If the Variation on the chart is stated as an Easterly Variation, such as VAR 9° 30' E, then add the 9° 30' to the bearing taken with the compass to get a True bearing. If, on the other hand, the chart indicated a Westerly VAR 9° 30', then subtract 9° 30' from the compass bearing to get a True bearing. During the course of a short voyage of dozens of nautical miles, the Deviation (which doesn't change and which we are ignoring, anyway), and the Variation will remain the same. Maps which would be used for more distant voyaging will have the appropriate Variation on them. It does not take long to learn to mentally apply the Variation to a compass reading before plotting it. A precise way to record the bearing is to use a chart made of a few columns to jot down the object whose bearing is taken, the time of the bearing, the magnetic reading of the compass, the Variation and the conversion to True direction. It is a handy way to review and verify your observations.

The principle just discussed is to understand, observe and record LOPs. It is the basis for all navigation.

The next installment will introduce the principle of Dead Reckoning and describe the tools of the Navigator. In later article the profoundly clever principles used in taking a Sight, determining the angle of altitude above the horizon, of a celestial body. No, not movie stars. I am referring to the sun, moon, planets and navigational stars.

For more about the subject of LOPs using a compass to take bearings, I recommend Dutton's Navigation and Piloting or Piloting and Dead Reckoning by Shufeld and Dunlop. There are many other sources that cover the same subject in greater detail which can be found easily in book stores or the internet.

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To place your ad, contact Mike Conrad at 972.540.1479 or [conraddcyc@sbcglobal.net](mailto:conraddcyc@sbcglobal.net)

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### 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](mailto:cjanssen@americorp.com)

The Hailer is published by

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## DCYC 50<sup>th</sup> Anniversary, Reunion and Open House

**On June 3 we will be celebrating the 50<sup>th</sup> 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](mailto: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**