



the Hailer



April 2006

A Monthly Publication of The Dallas Corinthian Yacht Club

Alan Woods 1923 - 2006

Our family thanks all of you for the lovely red, white and blue floral arrangement you sent for his memorial service. And I thank his many friends who helped him during his last few months. He had no troubles when he was sailing.

I used to tell my friends that I never worried about Alan leaving me for another woman. But I never doubted that he would leave me for a boat! He had built and sailed boats since his childhood and never lost his love for them.

Alan was "country" before "country" was cool. Our son, Peter, likened us to the "Beverly Hillbillies" of the Yacht Club. No one ever camped on the club grounds before we did. We packed our own lunches, dressed from Sears and Penney's but few could out sail him. And he has the trophies to prove it.

Some of you came to the memorial service but few of you know that he opted to stop dialysis knowing the outcome. It was almost as though he was saying "If I can't sail, I'm not staying". His memorial ended with the line from Kipling's poem: "You're a better man than I am, Gunga Din."

And he was.

Ann Woods

Commodore's Report

David Patterson

Many thanks to all the volunteers of DCYC who made The Leukemia Cup Regatta at DCYC a success by raising half a million dollars since the first DCYC LCR regatta 5 years ago. A special thanks goes to outgoing LCR chairmen Debbie and David Butler and to incoming chairmen and Pam and Jim Hancock for their hard work and vision over the last five years.

Wow, do we have a lot of things going on in May and June starting with a Full Moon party on May 13th, . On Saturday, May 20th the Horwedels are

hosting a race/sail/motor/drive over to their house. The Horwedels live near the water within sight of the Little Elm bridge. It is a great event, with a pursuit race starting at the club at noon and finishing near the Horwedels back yard. Those who choose to pleasure sail or take their motor boat should plan on arriving at about 1:00PM. John will provide a water taxi service to bring everyone ashore. Barbecue catered by the Prairie House will be served thereafter. Please RSVP via the DCYC website or give Sherry Wilson a call at 972-294-8600. If you plan to drive over, you might want to ask Sherry for directions when you RSVP.

You should have received your invitation for the 50th celebration on June 3rd by now. If you plan on attending the Luau which is that evening, please make your reservations by May 25th at http://www.dcy.org/news/news_item.asp?NewsID=74 or by calling Martha Carroll at 324-561-8686.

The Evening Series will start on June 17th and run every Saturday Evening through August 12th. The races will start at 7PM and will be main and jib only, no spinnakers allowed. Look for hot dogs and refreshments before each Evening Series race, downstairs in the clubhouse. The following weekend on May 27th, Junior Activities start. Go to http://dcyc.org/news/news_item.asp?NewsID=70 for more information or call John Horwedel at 972-294-8600.

And don't forget the Poker Run being held at Pier 121 Marina on June 10th. All proceeds from this event go to the Leukemia Cup.

See you on the water.

Race Corner

Jack Branch

The 2006 Leukemia Cup Regatta concluded April 30 on a beautiful blue sky day. It was a wonderful event that was enjoyed by a large crowd and made possible by the untold hours spent in preparation preceding the regatta, and in the carrying out of the actions necessary to host the social

piece and on water racing. This was achieved by volunteers and DCYC has again demonstrated why it is a special place, with special people. That part appropriately will be covered elsewhere, let's go to the race course! There were 3 courses that included a J 22 Fleet, a J 80 Fleet, and a PHRF Fleet. That required a small army of volunteers on the water and they did an outstanding job in what developed into challenging weather conditions.

DCYC racers participating in the regatta included the following skippers. Ed Henkel and John Horwedel, both in Catalina 22's. Jay Hoppenstein-J105, Frank Cerralvo-Ensign, Drew Gaines-Ensign, Dagny Boaz-Ensign, Bob Lehn-Capri 25, Jim Hancock-C&C24, John Marshall-Victory, Carl Klaus-Balboa, Debbie Adams-J22, Will Braat-J22, and Jack Branch in a San Juan 24. As the boats were leaving the Harbor on Saturday morning the wind was around 10-12 and a lot of large headsails were in use. Prior to the first gun at 11:00 the wind continued to build and you could see several boats making headsail changes to a smaller sail. There were 3 starts on the PHRF course and about 2 minutes after the first start, which included some of the larger boats, we observed a powerful gust that knocked down 3 boats. That occurred about 100 yards away and allowed the rest of us to get prepared, to a degree, so that we could hopefully ride out the gust without getting knocked down or breaking equipment, or both. After that gust came through, which was recorded at 47mph, the wind was still in the 30 range and the waves were thrilling. We had gone into a survival mode while also trying to maintain focus on the committee boat to hear/see the starting signals. Several boats had reefed mains and some were racing with main only on the first leg, just trying to maintain some semblance of acceptable heel while progressing toward the mark. After the first leg the wind subsided to the point where normal racing could be resumed

although the wind remained strong all afternoon. There were the normal small equipment failures/breakage in heavy air and some that were more consequential. If you know where John Marshall can get a new mast for a Victory, I am sure he would like to talk with you.

As is typical for this Regatta, the strong winds on Saturday were followed by a breeze less than 10 on Sunday. However, I did not hear anyone complaining.

Al Schlitz Regatta

Randall Massey

Come one, come all to the world renowned famous one of a kind Al Schlitz Regatta at DCYC's 50th Anniversary. The idea is to build 12 liter racing yachts which are raced in the DCYC swimming pool. The yachts are constructed to the specifications below. This is a great family project that can be completed in advance or on site before the race. Bring you can duck tape, dowels, rods, garbage bags, etc. or we will have a limited amount there for you to construct your boat as we party.

12 Liter Rules:

1. Hulls must be constructed of beer cans only. (Lite Beer cans gives the judge a rash and makes him cranky)
2. You may use up to twelve (12) twelve oz. cans for the hull.
3. Outriggers are considered part of the hull.
4. There are no restrictions to the hull size or configuration except 4ft. max length & 3ft. max width. See note #2
5. There are no restrictions to the size or shape of the sail plan.
6. There are no restrictions on the size, shape, or materials for the keel and rudder.
7. Boats must be powered only by sails affixed to the mast mounted on the hull.
8. No lighter than air devices (helium balloons, bags, or the like) can be attached to the boat anywhere.

See you all there!

Randall Massey

Al Schlitz Fleet Captian, Race Judge, Protest Committee, Arbitrator

Welcome New Members

Will Braat

Our spring membership drive has generated quite a few new members. If you see a new face, please introduce yourself and make them feel welcome. Great news, we have a lot of juniors to turn into budding sailors. Thanks to all of our current members who twisted the arms of their neighbors and friends and sponsored many of these new members.

Mary & Dick Peters

Moved up from the Texas gulf area and purchased an Irwin at DCYC

April and Marty Stooksberry

Son Leo DiPietro

Just bought new sailboat and settled in on Dock 1

David and Lessa Kam

Children - Rachel, Nicole, David Jr and Michelle

Moving Pearson 26 "Dawg House" over from Pier 121

Jill and Gerry Ball

Son - Jeremy

Jill grew up sailing at Corpus Christi Yacht Club (CCYC) and in Rockport and plans to get Jeremy started on sailing

Paul Bowers and Rosalee Westbrook

Grady White 25

Sponsored by Sherry Wilson and John Horwedel

Tracy and Keith Palmer

Children - Quinn, Zoe

Tracy spent a lot of time at the club as guests of the Ratliffs and decided to join.

Joe and Carol Dickerson

Children - Sarah, Josh, Laura

Looking to enjoy the grounds and pool

Gabe & Julie Chambers – Ski Boat

Children - Kaleb, London and Laurel

Steve & Susan Tidwell

Children - Ryan, Erin & Preston

Sponsored by the Wilsons

George "Clay" Smith

Sponsored by Lloyd Magnum

Edwin Tripp

Sponsored by Jonathan Tripp and Jay Hoppenstein

Full Moon Party

Join us for a Bar B Q and Full Moon Party on Saturday May 13th. BBQ brisket, homemade beans, coleslaw and all the fixin's. Dinner served at 7pm with Full Moon rising at 8:18pm.

Surgeon's Knots

Jay Hoppenstein

Fleet Surgeon and sometimes, Navigator

Where Am I? Part 2

Is this Stuff Reliable?

In the first article a LOP (line of position), was defined and the technique used to determine one with a compass was introduced. The principle involved in taking three or more bearings and plotting them on a chart to obtain a Fix is straight forward and familiar to most of you, in theory, if not in practice. It is the Fix that we are after, and really, who isn't. LOPs are the Heart of navigation. More about the Sole, later.

Lines of Position can be arcs of known radiuses expressed as distances drawn on a map from fixed objects, such as lighthouses. 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. A navigator will do anything for 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 an object'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 feature on shore, which is also depicted on the chart, 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 and incite the scorn of your shipmates and skipper. When confidence in the navigator is eroded, it takes more than one good fix to be welcomed back into the company of the crew again.

How Come It Is Not Correct Out of the Box?

Deviant Behavior - If it is Not True, Is It A Lie?

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. Fagetabowwdit

Who Ever Put the Magnetic Pole Not at the North Pole? A Variant, Not a Deviant, That's Who.

Another correction which is more important than Deviation is the correction for **Variation**. The Magnetic North Pole is not at the geographic North Pole. What is even more frustrating, the earth's magnetic field is not constant in either intensity or direction. Is this an expression of the Theory of Relativity? No, it is just that in some areas of the world the Variation can be as much as 20° E or W. Near the geographic poles the Variation can be as much as 60° E or W (See diagram). 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 over the world the compass does not point to the North Pole (what a disappointment that must

have been when first discovered); therefore, a correction for variation needs to be made. Variation should be applied to bearings (those taken with a magnetic compass), when used to inscribe LOPs on a chart whose coordinates are always True North (finally, something that is absolute).

Help is on the Way - An Acronym by any Other Name Would be the Same

There is an acronym to help remember the steps involved in converting a magnetic bearing to a true bearing: **Can Dead Men Vote Twice?** Add **Earth**. (That is, bury them deeper) Forgetting about recent Presidential elections, remember the acronym, **CDMVT + E**. Each letter corresponds to a step in the process of converting the Compass reading to the True reading. This is fun, like the DaVinci Code. 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? The +E reminds the navigator to add the Variation if it is Easterly, and by implication, 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 over 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 as one moves from one region to another. 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 make a chart 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 keep track of your observations.

The Following is PG13 Rated

Just When You've Gotten CDMVT+E Straight

When searching for a specific place on the chart, using the compass as a tool to identify the visible landmark, one must convert the True bearing from your position noted on the chart to magnetic bearing in order to match your Compass sightings. This is the reverse of the previous process, and it too has an acronym: **Tired Virgins Make Dull Companions**. Add **Whiskey**, or **TVMDC +W**. Hey, I just write this stuff, I don't make it up.

The next installments will introduce the principle of Dead Reckoning and describe the basic 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 source that cover the same subject in greater detail which can be found easily in book stores or the internet. I welcome feedback on this article. Settle down. Organized protests will not be necessary. Email is safer: Navigato@aol.com.

DCYC Members and Guests.....

Frank J.Cerralvo

Attend the DCYC 50th Anniversary Celebration on Saturday, June 3rd, and participate in the ENSIGN ESCAPADES! See and feel what it's like to sail the Pearson Ensign, the 2002 inductee into the American Sailboat Hall of Fame (only the 26th boat so honored). We will have several Ensigns, with skippers, ready to take you out on the water at 2:00 p.m. for a taste of Ensign racing (short course - no serious "stuff"). The crew position is your choice, you can steer or trim sails, or just sit and be "ballast". Come escape on an Ensign!



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

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 Harbormaster Charles Hoffman 972.699.9475

107 \$1200 Large Sth facing 972.294.5812

501 \$400 OBO. Docklines (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

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 bot-tom,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, \$4,000 OBO. Sam/Susan Shortes 972-317-1660 sshortes@airmail.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

1982 21' MacGregor,5 HP Evinrude Motor Lots of extras \$2000 with slip #422 *-\$2500 Sherry and Chuck Heiser 817-480-8836

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

DCYC's 50th Anniversary Celebration

Saturday, June 3rd Schedule of Events

- 12:00PM-4:00PM Free Beer and Popcorn, hotdogs available for \$2.00 each
- 2:00PM Informal Ensign Racing – crew welcome
- DCYC's 50th Anniversary - Boats for Sail

The fleet of DCEF Sunfish will be available for members and guests to sail during the 50th Anniversary Celebration, June 3, 2006. Additionally, other members of DCYC who would like to host guests upon his or her boat, please notify Jay Hoppenstein, Navigato@aol.com, indicate availability. Please state the name of your boat, the capacity for guests and the dock and slip location. I will post to the bulletin board a list of the volunteers and help direct interested guest to the skippers.

- Kite Flying Contest
- 4:30PM Al Schlitz Regatta in pool (supplies provided prior to the regatta)
- 5:45PM 50th Ceremony – Downstairs Clubhouse
- 6:30PM Luau \$13.00pp; advance reservation required by May 25th...For reservations call Martha Carroll at 214-561-8686.
- 6:30PM to 8:30PM Tropical Entertainment with Steel Drum
- Wooden Boat Show on the water in DCYC's harbor.
- Picture slide show Saturday afternoon downstairs clubhouse.
- Ship store open with DCYC 50th Commemorative items.
- Volleyball, Horseshoes, and swimming in the pool.

Come join us for a day of fun activities and in reminiscing with current and former club members.