



the Hailer



October 2006

A Monthly Publication of The Dallas Corinthian Yacht Club

Our Honored Hero Update

Christian Henkel

Carrollton Man Raises \$18,000 for Wife Stricken with Lymphoma

In November 2005, Stephanie Henkel was diagnosed with an extremely rare form of lymphoma. Doctors explained to the family that it was both Hodgkin's and Non-Hodgkin's lymphoma, the most aggressive case of lymphoma they had ever seen. A passionate and determined husband, Chris, quickly rallied support for his family and joined The Leukemia & Lymphoma Society's Team In Training (TNT). In this program, teammates receive expert coaching and mentoring to run or walk a full or half marathon, cycle a 100-mile bike ride or complete a triathlon at locations all around the world.

Chris first completed North Trails marathon in Dallas this past Mother's Day, followed by the Coca-Cola Zero Rock 'n' Roll Marathon in San Diego, California in June. Chris has now signed up to train for the Nike Women's Marathon, a race to benefit The Leukemia & Lymphoma Society on Sunday, October 22 in San Francisco, California. With an aggressive goal to fundraise \$25,000, Chris has already collected an astounding \$18,840 in donations to the Society. Notably, Chris has achieved these results in just six short months.

Recently, Chris was the honored speaker at the TNT kickoff, held at the Westin Galleria Hotel last Sunday. Chris shared his wife's personal struggle with more than 400 attendees, all who showed up that day to learn more about TNT.

Sadly, Monday, September 4, a young, 29-year old Stephanie Henkel lost the battle with lymphoma. Chris writes on his TNT fundraising Web page, "...I will dedicate my life to making Stephanie proud by raising our children and doing all I can in her honor and memory."

Stephanie is survived by her husband Chris and her two children;

Jonathan, age nine and Lauren, age four.

You can help Chris reach his fundraising goal of \$25,000 by making a donation on his TNT fundraising Web page here:

<http://www.active.com/donate/tntntx/tntntxCHenkel1>

Adult Sailing Class

*Jay Hoppenstein
Fleet Surgeon*

This Fall DCYC conducted another Adult Sailing class that began September 9, 2006. Keeping to our previous format, the classes were held on two, back-to-back weekends, concluding on Sunday, September 17. Six students enrolled and 4 "graduated". Jim Cooper was the lead instructor for the first weekend and was assisted by John Finks and John Horwedel. The students were able to solo into Lake Dallas by the second day on our Sunfish fleet. Jay Hoppenstein was the lead instructor for the second weekend.

The second weekend's windy conditions provided another dimension to the training. Capsize recovery skills were frequently in the puffy and shifty blustery winds. The shallow, rocky, lee shore just beyond the sloping DCYC lawn claimed one student who finally had to beach, and abandon her boat and walk back to the club house. Later two of us rescued the boat and sailed it back to the pad.

The Victory 21, now named The Churchill, performed admirably. With 4 students aboard teamwork, jib trimming and crew positioning, as well as MOB drill, actually it was the recovery of a student's cap, were drilled. Rain on the last day kept a couple of students away. Despite the intermittent showers we had a nice morning in 10 a knot breeze. Some students decided to spend the last of their sailing time on the Sunfish and others wanted to go out in the Churchill.

DCEF expresses its appreciation for the instruction given to the students

by John Finks, John Horwedel and Jim Cooper. Thank you for your support of one of DCYC's most important programs.

Terlingua in Exile Regatta 2006

Dallas Corinthian Yacht Club invites you to participate in the Terlingua in Exile Regatta 2006 and the J24 Corinthian Cup/Southwest Championship.

The Regatta is scheduled for October 21 and October 22, 2006 at DCYC on Lewisville Lake, 1399 Yacht Club Road, Oak Point, Texas. 75068.

A separate J24 Notice of Race is located at

<http://home.austin.rr.com/j24district14/CurrentNotice.htm>.

REGATTA SCHEDULE

FRIDAY October 20th

6 - 9 pm

Initial Check-in, Registration and boat launching, complimentary refreshments

SATURDAY October 21st

7:30 - 8:45 am

Complimentary Continental Breakfast available, Final Check-in and Registration

9 - 10 am

Make your own lunch sandwiches \$4

9:15 am

Skippers meeting South lawn of DCYC clubhouse

10:30 am

First Signal Race #1, additional races to follow

2:00 pm

Chili Judging begins

4:30 pm

No race will start after 4:30 pm

After Races

Complimentary refreshments,
Protests heard as required.
Fajita Dinner (\$10) and
entertainment

Dark:30

Al Schlitz, Beer Can Regatta in
the Pool - Instructions below.

SUNDAY October 22nd

8 - 9 am

Complimentary Continental
Breakfast available

9:30 am

First Signal with remaining
races to follow

1:30pm

No race will start after 1:30 pm

After Races

Haul out, Complimentary
beverages, Protests heard as
required. Awards Ceremony
and Lunch at DCYC.

CASI Chili Cookoff

To enter the Chili Cookoff contact
Beth Moon at 817-268-5590 or Email
her.

Al Schlitz Regatta at the pool

The idea is to build 12 'liter' racing
yachts which will be raced in the
swimming pool. Each yacht is to be
constructed to the specifications below:

- 1.Hulls must be constructed of beer
cans only.
- 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; see #2
- 5.There are no restrictions on the
size or shape of the sail plan.
- 6.There are no restrictions on the
size, shape, or materials for the keels
and rudders.
- 7.Boats must be powered only by
sails affixed to the mast mounted on the
hull.
- 8.No helium or other lighter than air
gases can be used in construction.
9. Determination of compliance with
these rules is subject to the sole
discretion of the regatta organizers.
Get out your duct tape, beer cans,
garbage bag and fishing line and build a
winning yacht!!!

Surgeon's Knots

Jay Hoppenstein

Fleet Surgeon and sometimes, Navigator

Celestial Navigation

What Tools Do These Fools Use?

"Let me get this straight, said the
Skeptic. "You want me to put away my
hand held, color, map GPS which gives
me a continual fix, accurate to about 3
feet and carry a sextant, an annual year
specific Nautical Almanac, a
chronometer and a set of at least three
volumes of sight reduction tables in
order to spend about 20 minutes taking
and reducing each of three sites to get
a fix that is accurate to about one
nautical mile at best? Is that what we
are talking about?" Well, no, not
exactly, unless you still enjoy
performing calculations with a slide rule.

What I hope will intrigue you is the
brilliancy of the concept of using the
elevation (angle), of a celestial object
above one's horizon, the precise time
and the ability to follow the logic of the
solution of a sight reduction to
determine a line of position based upon
the celestial object observed

Heavenly Bodies: All I See Are a Bunch of Stars.

The brightest stars (57), the
brightest planets (Jupiter, Mars, Venus
and Saturn), the moon and the sun
comprise the celestial objects that are
suitable to sight with a sextant and
determine the angle the object is above
the horizon. Obviously, the sun can be
viewed any time during the day when
there is no cloud cover. The moon can
sometimes be view during the day as
well. The stars and planets need to be
viewed just before dawn and just after
sunset when the heavens are dark
enough to see them (that's why only the
brightest are considered "navigational"),
and the sky is still bright enough to see
the horizon. Star and planet sightings
require more practice because the time
that both criteria are present lasts but a
few minutes.

In actual practice one need only to
be able to recognize a few of stars,
morning and evening, during each
season of the year and a couple of the
brighter planets, if present. Once
identified these same objects would be
present night after night, morning after
morning during any practical ocean
passage.

I Knew It. Here Comes the Lines and the Circles.

Horizon

Angle Sun above horizon
Angle = Sun Angle

GP

Heavenly bodies are so far away
from the earth that their rays of light are
parallel. The diagram depicts **two suns**
in an attempt to demonstrate light from
an enormous object, our sun, for
example, which bathes the earth with
light in parallel rays. For this to make
sense you must accept this concept, so,
just accept it. The point where the light
from a celestial object touches the
surface of the earth (perpendicular to a
tangent to the earth's surface, and
pointing at the center of the earth), is
called the Ground Point (GP). Using a
sextant to observe the angle between
the observer's horizon and, for
example, the bottom edge of the sun, at
a recorded moment of time, the angle
between the parallel of our horizon
passing through the center of the earth
and the extension of the sun's GP
through the center of the earth, is then
known (from geometry, a line passing
through parallel lines creates equal
angles). Since angles in spherical
geometry can be directly related to
degrees on a circle or sphere, and
degrees on this section of a sphere are
the same as latitude, each minute of the
angle measured can be equated to a
nautical mile. Here is the cool part. By
subtracting the angle observed of the
sun, which is like subtracting the angle
between the parallel of our horizon
passed through the center of the earth
and the GP of the sun, from 90°, we
can determine our distance from the GP
of the Sun.

So What?

The Nautical Almanac and the
Navigational computers have in their
databases, for every second of time for
every day of the year the GP for each of
the navigational stars, sun, moon and
planets expressed in latitude and
longitude! You have to think about that
for a moment and what that really
means.

Imagine that the Earth is a sphere
contained within a larger black paper
sphere which is bathed from without,

uniformly, by a bright light. Also imagine that pin holes were poked through the black paper precisely for each star in each constellation so that the light from behind shown through creating a pinpoint of light on the surface of the Earth, the GP of each star. Since the stars retain their exact relationship to each other over time (for the most part), the GP of each star for each second of time remains constant. Each GP is like a **sign post**, though invisible to our eye. Therefore, each star's, planets', moon's and sun's GP for every second of time has a longitude and a latitude. That is what is contained in the Nautical Almanac and in the perpetual nautical computers. Knowing the latitude and longitude of the GP of the navigational celestial bodies on the surface of the earth permits a navigator to determine his or her distance from two or more of them and draw an "arc of position" on a chart. Where the arcs intersect, a fix is obtained. But in actual practice, it won't work!

What's the Catch?

The arcs are too long to be useful on a nautical chart. Too bad. However, there is another strategy.

If the observer by dead reckoning, **DR**, assumes he or she is at a place, the assumed point, **AP**, on or near the DR position, the AP can be plotted on a chart as a point in longitude and latitude, then one side of a spherical triangle from the (north) pole to the AP could be drawn. If from the Nautical Almanac the GP of the celestial object at the moment in time that the altitude of the celestial object was observed is determined and its longitude and latitude is plotted on the chart, then another side of a spherical triangle can be drawn from the same pole to the GP. The altitude of the celestial object provides the data for the solution to the sides and angles of a spherical triangle. The calculation of the direction toward GP of the observed celestial object and a distance either toward or away from the AP permits a LOP to be drawn. This process should be repeated with two other heavenly bodies to obtain a fix, something that is possible at twilight or dawn when there are several suitable targets available. Using a navigational calculator it is possible to record and plot three LOPs within about 10 minutes with practice.

During the day, unless the moon happens to be visible, too, one cannot get a fix by "shooting" the sun. Wouldn't

you know there would be another catch? The navigator can take a sun shot, plot the Sun's LOP, wait about 4 hours, take another sun shot, plot its LOP and then "advance" the first Sun's LOP in the direction and distance the ship moved during the interval. Where the advanced LOP crosses the second LOP, a running fix is obtained. A running fix is not as accurate as a fix derived from three LOPs taken nearly simultaneously because a running fix depends upon Dead Reckoning to advance the first LOP. But a running fix is better than DR alone.

The use of a navigational calculator does away with a dependency on a nautical almanac, a set of sight reduction tables (three books), and the errors of calculation

The process of creating and plotting a LOP taken with a sextant is fascinating to perform. When three LOPs cross at almost the same location on a chart one develops tremendous satisfaction in knowing that a fix has been made that is accurate and nearly independent of modern technology. Those who attempt to embrace the craft will derive great satisfaction for his or her efforts. Though archaic by today's standards you could be the first on your block to master the art.

Reference: How to Navigate Today.
M. R. Hart

Our Condolences

Dick Leavitt

Chuck Shannon, long time racer and member has passed. Joined DCYC in 1976, served as Race Committee Chairman, and served on many committees, such as Dock, Jib Crane, and Race. Retired to Key Allegro in Rockport, Texas. Chuck attended our 50th Anniversary.

Helen Burton, widow of Horace Burton has passed. Horace was a long time member and racer. They lived in Yacht Club Estates in Oak Point. Horace passed away in 1993, and Helen moved to San Antonio.

Gourmet Steak Dinner Oct 7

Here's another great evening planned at the club. Hosting this party are the Sinclair's, the Favors' and the Lyon's. Plan to come out to the club on Saturday October 7th at 7pm for a mouth watering gourmet steak dinner.

- Poolside Snacks
- Ribeye Steak
- Baked Potato Salad
- Mixed Green Salad
- Fresh Baked Bread
- Cobbler Contest - Bring a dish of your favorite cobbler and win a PRIZE!
- BYOB

MUST RSVP by Wed midnight Oct 4th .

DCYC CLASSIFIED

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

CLUB OWNED SLIPS FOR SALE OR RENT

12' Wide: 118, 120, 216, 220, 322 & 324

10' Wide: 308

8' Wide: 501, 501B, 501Cm 503, 505, 510, 518, 522 & 511

15' Wide: 501A

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

317 \$800.00 Wide South Facing Chris Gaines 972 292-2484

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

525 \$500 8 Ft. John 972-294-8600

618 \$6,500 24 FT Covered slip with 4000 LB boat floater. New tanks in '05. Claudia Ratner 972-239-9645.

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, \$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

Kittiwake sailboat for \$500 or Make Offer. For Information, call DCEF at 972-467-8993

1995 22' MASTERCRAFT 225 VRS MARISTAR fiberglass V-DRIVE runabout SKI Boat with Corvette engine, walk thru with front seating. Only 175 Hrs on engine. Tandem trailer included. \$17,000.00. SLIP (618) , FLOATER, BOAT and TRAILER PACKAGE DEAL: \$21,000.00. Contact Claudia Ratner 972-239-9645.

Ensign 22' & Dual axel trailer. New gel-coat on hull, new teak coamings, sail cover, cockpit cover, new rudder, 2 new tires on 2.5+ ton trailer, new tiller, floor-board, seats and shelves ready to install. No sails. Solid Hull & Deck. Bottom ready to paint. \$2500. 940/321-2723, cell:214/502-0704. Ron Seward

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



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