



the Hailer



August 2006

A Monthly Publication of The Dallas Corinthian Yacht Club

U.S. Vice Commodore

Randall Massey

PLEASE BE AWARE OF THE 5MPH SPEED LIMIT ON THE DCYC GROUNDS. IT IS FOR YOU AND YOUR FAMILY'S SAFETY. THANKS

Please welcome our new Caretaker, Nic Neeb. He reports directly to the Vice Commodore, so please direct your work request to the Vice Commodore. I have a very busy work schedule for him, so your cooperation would be greatly appreciated.

DCYC Car Stickers

Nic and a number of the club's officers will be passing out DCYC Car Stickers. Please affix one to the bumper of your car. This will help the caretaker determine who are members and who are not. Thanks

DCYC Junior Sailing Camp Update

John Horwedel

Junior Activities Chairman

Twenty three children were part of the first ever DCYC Summer Sailing Camp in June, 2006!

The DCYC Junior Program hosted 5 days of sailing, swimming, games and just having some fun by the lake.

Many campers learned to sail for the first time and some practiced their skills during the week.

Highlights of the week included the evening sails with adults and water balloon toss, construction of the soda can boats to navigate the swimming pool, and the joy of bringing a sunfish sail up out of the water!

All members are encouraged to participate in Junior Program events at DCYC this summer. Invite guests who are interested in sailing classes and our junior sailing program. Further details are available on the DCYC web site for junior program events.

There was a four day sailing skills class on July 27-30.

On August 5th, DCYC is hosting a Metroplex Junior Race Series and we are developing DCYC junior racers.

Each Saturday at 7pm there is a fun race at DCYC, we can start a junior Sunfish fleet at the same time each Saturday – we have 6 Sunfish available for use.

We will organize teenage members at DCYC to create a junior club area in the current DCYC office area.

We will announce a weekend work day in the fall for teens to create their own area at the Club.

Surgeon's Knots

Jay Hoppenstein

Fleet Surgeon and sometimes, Navigator

Dead Reckoning – If You Keep Doing It Long Enough, You Will May Need Resuscitation

Actually the term comes from Deductive Reckoning. It is the process of estimating the position of a yacht, underway from a known position, a fix for example or a place on shore, by keeping track of the speed in knots, the direction sailed and the interval of time, usually hourly, from the starting position. Dead reckoning was the basic method used to obtain a running position using an hour glass and later, mechanical timepieces before the modern era of navigation. A knot log throw and dragged over board of a determined length with knots tied at appropriate intervals permitted the calculation of speed, in knots, of course.

Do I Have to Do It Again?

The process is straight forward but it does require the discipline to keep track of time, speed and direction. For every change in speed or direction a notation would have to be made on paper with the time noted so that the course traveled could be reconstructed from the basic time, distance, speed equation: Distance = Speed (knots) X Time (hours). For example, if a yacht

left its home port at 0800, traveling 90° True at 6 knots for 2 hours, then the yacht would have moved 12 nautical miles due east from home by 1000. This type of calculation can be graphically represented on a chart by drawing a line in the direction of travel for a length equal to the distance sailed. Charting using this method is still one of the most important elements of navigation because it visually gives the position of the vessel on the chart and permits an extension of the line ahead of the vessel as the course to be sailed. The navigator can then project the position of the vessel at a future time using estimated course and speed. It is vital to know where the vessel is headed to avoid charted obstacles and navigational hazards in the path of the yacht.

Eunuchs & Ukes or Cut Me Some Latitude

A note about units and scales. In the standard of nautical charts 1° degree of latitude has 60 minutes; 1 minute of latitude is equal to 1 nautical mile. A knot is an expression of the distance of 1 nautical mile traveled in 1 hour, which is also one minute of a degree of Latitude. On every nautical chart the scale along the right or left edge of the chart is inscribed in degrees and minutes of Latitude. Using a straight edge and a divider (when it had a pencil at one tip and a needle at the other tip, it was called a compass in grade school), the distance traveled in nautical miles can be easily measured from the latitude scale at the side of the chart and using the divider, transferred to the course line and marked accordingly.

A Piece of Cake

There are a couple of things about which to be cautious. Do not use the scales at the top or bottom of the chart to measure distance. Thought these scales are measured in degrees and minutes, they are degrees and minutes of Longitude. Longitude is not a scale of

distance but a measure of time from Greenwich, England, expressed in hours minutes and degrees, and cannot be used to lay out distances in nautical miles. That's a No, No. Latitude is the only scale to be used for distance, for which we should have gratitude.

You Have to Fix It Even If It Ain't Broke

Secondly, some reflection will make it apparent that the longer one uses Dead Reckoning to track the position of a moving vessel, the more unreliable it becomes. Wind, leeway, currents and inaccurate estimates or faulty instruments, contributes to the constellations of errors that accumulate to degrade the accuracy of Dead Reckoning. Perhaps that is why the name was changed from Deduced to Dead. That is the reason that a Fix is required periodically to reestablish an accurate position. Once a Fix has been made, Dead Reckoning can be used again from the last Fix.

It Worked in the Car on the Way to the Marina

Frankly, the wonder of the GPS technology is that it produces a perpetual Fix, provided that it has electrical power, that the signal is not degraded and that it hasn't fallen overboard. The beauty of the type of navigation we have been discussing does not depend on high tech equipment that has been known to fail, especially at when they are most needed. Of course our paper maps could blow away, our pencils disappear down the scuppers, our compass break and our knot meter cease to function. Then we would have to break open our reserve: Emergency Navigation, an intriguing book by David Burch, which is filled with the kind of knowledge and skills of the ancient mariners. In most circumstances, as he states in his book, voyagers rarely are deprived of every navigational tool. "... the best navigator is not the one who can do the most with the least, but the one who can do the most with what he (or she) has."

The next installment will address the concepts of the navigational celestial bodies used in making celestial observations for navigational purposes.

Our Honored Hero Update

Christian Henkel

Stephanie Henkel is a 29-year-old stay-at-home mother of two. In November 2005 our world spontaneously changed as she was diagnosed with Stage IV Hodgkin Lymphoma, or Hodgkin's disease. In the nine months that followed Stephanie spent most of her days and nights as an inpatient at Baylor's Blood & Marrow Transplant Unit, namely ICU. Her stay included biopsies, chemotherapy, transfusions, surgeries, two medically induced comas, chest tubes, and having her spleen removed, to name a few. From this the medical staff learned that she actually had an advanced case of Non-Hodgkin lymphoma, the worst case ever seen said one oncologist. Given her response they concluded that a bone marrow transplant would be the best chance for remission, so onward we progressed with the search for a donor. The search process can be long, exhaustive and even unsuccessful but in Stephanie's case we were blessed as her younger brother turned out to be a perfect match. In the weeks following the final round of chemotherapy and the transplant we watched her blood counts with great anticipation to see if the transplant was a success.

In July we learned that the chemotherapy and transplant were successful; she is now in remission and on the long road to recovery! Unfortunately, due to some complications she is currently being treated in the hospital. Nonetheless we remain optimistic and pray for her recovery and quick return home.

In addition to caring for her, our children, and home, I decided to elevate my efforts in her fight against cancer by partnering with The Leukemia & Lymphoma Society. As you all know, our family served as the Honored Hero for the 2006 Leukemia Cup Regatta. I took great pride in racing my Laser in the event with heightened motivation for the cause. The same can be said about my dad, Ed Henkel, who raced with my twin sister (also a TNT participant) and Marge Carter on her Catalina 22. Furthermore, I remain committed to the organization that has provided much needed research, patient and doctor education, financial assistance, and support groups. On that note, my continued involvement with the Team-In-Training has evolved from an

endurance training program to a personal support group, giving me the stamina to stay healthy and provide better care for Stephanie, our kids, and our home. Furthermore, the camaraderie and goal-oriented structure found in the program serves as a mental and physical outlet, which has developed into a much needed stress relief and distraction. Presently, I am training for my 3rd endurance event with the TEAM, the Nike Marathon (A Race to Benefit the Leukemia & Lymphoma Society), a 26.2-mile run to be held in San Francisco on October 22, 2006. To date, I have raised funds and awareness for blood cancers by serving as a motivational speaker and completing a half and a full marathon in May and June, respectively.

The Nike Marathon will be extra special for me as my wife is planning to attend as an Honored Hero. I continue my goal of helping The Society achieve their mission, and I greatly appreciate the support that my family continues to receive.

Thank you for your thoughts and continued support.

For contributions in support of Chris' efforts:

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

Optimist/Junior Metroplex Series

Debbie Adams

We had great success at DCYC for the metroplex series! We had 10 Optimists and 1 sunfish. (12-14 kids). Bill Draheim kicked things off (see picture) and he always looks at the overall experience level of the group and adjusts so all the kids have fun. As he said, no matter what you do with sailing in your life -- having fun is what it's all about.

There was light to moderate to light winds, and with the variety of skill levels they had fun playing a game Stewart Draheim and Masie Comen (both CSC juniors) learned in Houston called Capture the Flag with teams. Then there were a few "team" races with "team leaders" charged with helping the racers in the back and coaching them up to the front. Masie had good success with her team. DCYC participants included: Jeremy Ball, Preston Tidwell (& friend), Sam Gaines, Domino Birze, Laura Osborn and Sarah Osborn. Both activities gave the kids a fantastic opportunity at improving boat-handling skills. All the kids had a

GREAT time and learned that the Metroplex series is about camaraderie and not always about racing intensely!

Comments from those off the lake: "DCYC put on a fabulous program with hot dogs, chips, swimming, good air conditioning, and very cold beverages for the parents! What could be better. We look forward to them joining us at some of the other metroplex series."

As of this writing, there are four DCYC juniors at CSC today for the next Metroplex Series stop. Maddy Braat, her friend Emily, Jeremy Ball & Sam Gaines all sailing Opti's in what looks to be 5-10 knots. Check out the armchair sailors coaching from the CSC clubhouse. Chris Gaines, Will Braat & Jill Ball (in picture). Should be a great day for all!

Next up on the junior racing circuit –

September 9 & 10 Ol' Man of the Sea (juniors) -- Fort Worth Boat Club

September 23rd Metroplex Series – Grapevine Sailing Club

October 7th Metroplex Series -- State Fair Regatta at Corinthian Sailing Club

October 14 & 15 Black Cat Regatta - Rush Creek Yacht Club

October 21st Dinghyfest – Rush Creek Yacht Club (confirm prior to)

November 5 & 6 Wurstfest Dinghy Regatta -- Lake Canyon Yacht Club, New Braunfels, TX

November 11th Metroplex Series – Fort Worth Boat Club

Note: Thanks to Chris, Drew & Sam Gaines for bringing 3 of the DCEF Opti's into Dallas for the Metroplex racing clinics.



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

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

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. \$20,000.00. SLIP(618) , FLOATER, BOAT and TRAILER PACKAGE DEAL: \$24,000.00. Contact Claudia Ratner

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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