

Carter Lake

Sailing Club



LOG



3511 S. CR 31,
LOVELAND, CO 80537

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WWW.SAILCARTER.ORG

Sailing into our 53rd year

My Fantasy Sailing Weekend

**By Carrie Pfister,
S/V SeaDuction**

If you don't receive *Cruising World*, this might be the month to get one. The cover story is, "Why the 12's Stayed in Newport". I for one am glad they did and was fortunate enough to race on the 12 meter boats in October, in Newport, Rhode Island.

The Leukemia Cup Regatta allows an unlimited number of fundraisers (minimum amount raised to qualify is \$8500) to join them in their annual Fantasy Sail Weekend. The weekends are unforgettable and thanks to the generous donations from CLSC members, over the years I have been given such opportunities as to race the old wooden 12's, Catalina 37's in Long Beach and on the Colgate 26's with the Colgate's and Gary Jobson in Florida.

This year's trip was the best one yet. We stayed on Goat Island in the Hyatt Hotel and Spa — also home of US Sailing's annual meeting the following weekend. Friday night we exchanged fundraising ideas with people from clubs all over the US. There were 90 people invited this year. It was followed by a true New England Clambake steamed outside with seaweed and water from the rock fossils filled with water. Whole lobsters, clams, corn, steaks... wonderful!

Saturday morning breakfast was hosted by Gary Jobson — National Spokesman for the regatta and survivor of Leukemia/Lymphoma, having had a stem cell transplant a few years ago. For those of you who always ask me how he is — he is doing great. The weight is coming back on, hair is growing back and shows an incredible difference in

energy. Following our weekend, he was narrating for the Newport-Bermuda Race. He is signed up to commentate the America's Cup again, as well as the Olympics.

Gary ran through the background on the 12 meters we would be racing on: Columbia, Weatherly, Nefertiti, American Eagle, Freedom and Intrepid. All had qualified or sailed in the America's Cup. I was fortunate enough to get on Intrepid, a two time winner designed by Sparkman and Stephens. We learned that due to handicap racing,

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Carrie and Gary Jobson at breakfast in Newport with the CLSC Burgee



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Intrepid would be required to have one reef in the main, to make her more competitive with the fleet. We then walked down to the marina and boarded the boats.

The size of these boats cannot be explained — winches the size of tire rims, blocks the size of my foot. My job was outhaul and boom vang. Easy enough on these boats — they are both hydraulic. A knob is turned to select what you like, you press a button, and pump until the desired setting is met. It allowed me to take a lot of phenomenal photos, including the close start (pictured below), which resulted in Weatherly (starboard boat) having to re-start, and helping Intrepid score the 2nd bullet. The main was raised, and even when reefed, we made 10.5 knots. The initial trim of the main is by sail pressure, and we had it at 7000 lbs. Wake off of the boat stern was so high it

was flush with the top.
Talk about power.



Columbia (12 meter)

Crews were 12-15 people, 6 of which were grinders. Intrepid's regular crew raced together for the summer, and the Tactician on board with us was about 30 years old, and learned to sail and grew up on Lake Dillon. Talk about a small world. Racing sails for Intrepid (which we did not use) were from Hood, and cost \$35,000 for the main.

After racing, anyone wishing to drive could, and we sailed for a few extra hours. As expected, no weather helm at all. We sailed to the Olympic trials which happened to be there that weekend, and watched the 2.4mR trials and warmups for the Laser Radials. Again, amazing!

After racing, we came in, and it was back to the hotel for a quick change and a black tie event at the New York Yacht Club. I am not sure how much sailing history a person can take in, in one weekend, but this had to be close! We had drinks and appetizers on the back side of the Club, overlooking the Nagaransett Bay. We moved into the Library for dinner and more drinks. The room had polished wood walls, the top halves full of half-hulls of winning boats, silver trophies and bowls along with replicas of Endeavor and other 12 meter boats.

The dinner was followed by a presentation by Gary and a heart felt thank you for helping him fight his battle over the past few years. The Regattas were held in 47 venues this year, with 1025 fundraisers, raising a total of \$3.3 million, a record year. He followed with a few short videos of extreme sailing and the Volvo Ocean Race. After that we met John Mecray, an artist from Mystic who designs an original print each year for the Regatta. We were able to see his latest print "Racing Downwind," which was a beautiful rendition of Columbia and will be available for the 2007 Regattas. You can view the limited editions at <http://www.mecray.com>.

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The final speaker was Dean Brenner, President of the Latimer Group and Chairman of the US Olympic Sailing Committee. He said that they are hoping for a team of 18 sailors in 2008, one for each event — he forecasts the best in the last 15 years. The Olympics will be held 90 miles south of Beijing, in the China Sea and the sailing will be challenging. According to Dean, what he is seeing in the newer sailors is passion, youthful energy, performance, partnerships and pride. The cost for training each sailor is roughly \$50,000 per year. The evening ended, and the friends that I have met over the years went out. Sunday was a free day before we all headed back home.

If you are interested in fundraising for this event and would like suggestions, please let me know. Next year the event will be held in San Diego, and no doubt as phenomenal of an experience as all of the rest have been. The Colorado Regatta is held in May at Chatfield in Littleton. If you are unable to attend, the Leukemia Society offers a “phantom sailor” registration where your “boat” can fundraise towards the Fantasy Sail Weekend without attending. Imagine, using your passion to help thousands of cancer patients and their families. Information is available at www.LLS.org/regatta. ❖



A very close start (and penalty): Two-time America's Cup winner Intrepid (port) and Weatherly (starboard).

News & Reports

Secretary's Report

From John & Mary Homan

It's a big voting season at all levels — national, local, and Carter Lake Sail Club. We heard a radio program about people in Haiti getting their first opportunity to vote, ever. They were so happy that they got to exercise their right to choose. Some days we forget what a privilege it is to vote. So please vote! Join us for the Fall meeting (you don't have to participate in the banquet to vote!), November 11 to elect your Carter Lake Sail Club 2007 officers.

Treasurer's Report

From Denise Moriarty

I will be presenting a draft of the year-end income statement for the Club at the Fall Banquet. If you cannot attend, and would like to review a copy, please let me know and I will get it to you.

If anyone still has receipts outstanding, please get them to me right away, so that my report can be as complete as possible. If you will have expenses, and the amounts are not yet known, please provide an estimate. Thanks for another great year!



Todd and Nina Rogers recently went to San Carlos with Serafina, and lived aboard her for 2 weeks. They were joined by Elke & Dick Boggs. Nina took this while sailing at Sunset!

Membership Report

From John & Lynda McGinley

Thanks to everyone who finished up their work hours for 2006. We have a few stragglers who have all been contacted by e-mail. There is still ample time before Dec 31, and jobs that need to be done. Clubhouse maintenance, boat maintenance, and dock repairs just to name a few. Remember that the bylaws mandate that members not completing hours will lose their good standing which includes loss of slip, clubhouse access, voting, wait list status, and a host of other noxious things. We don't want to be purveyors of bad news, so try to finish up your hours. Contact us (mcginley@nedernet.net) and we'll link you up with the appropriate manager.

Here's a way to kickstart your work hours for 2007...The Denver Boat Show. That's right, it's hard to believe but the boat show rolls into town in mid January (only a couple of months). It runs from Thursday 18 January to Sunday 21 January. Hours are 2-10pm Thursday; 12-10PM Friday, and 10AM-10PM Saturday; and 10AM-5PM Sunday. We are seeking individuals to staff the CLSC booth. Let us know if you are interested in a particular shift. First come, first served. It's fun and a good way to meet fellow boaters in the Denver area, and a challenge to convince power boaters to become sailors.

Social Report

From Mike & Jan Morgan

It's getting close to Fall Banquet time. Even though the deadline was Oct. 27th, you can still send us your registration, if you do it quickly. Those of you not able to join us for dinner can still come to the meeting and awards after dinner. We want to make sure everyone gets to vote. Dinner is planned for 7:00 PM. The registration form is available in the September and October Logs. The banquet site, the Radisson Hotel in Longmont, is a beautiful facility and we hope to see you all there!

Docks & Slips Report

From Rafe Ropek

There will be some opportunities for work hours before the end of the year repairing docks. I will post notices when they arise. Enjoy the winter.

Clubhouse Report

From our Cabin Boy, Jeff Gruver

With another sailing season behind us and the cold weather upon us, the water has been turned off at the clubhouse.

The building is still available for your use and still has electricity, just no water. If you do use the wood stove, please empty the ashes when you are done. The gas grill has also been de-commissioned for the winter.

Last months Cabin Boy Trivia Question went unanswered. The "scuttlebutt" was the name for the community water barrel on the working tall ships and was the only area on the ship that crewmen were allowed to talk freely while drinking water. Therefore talk of the captain and crew were exchanged there and soon rumors and gossip became known as "scuttlebutt." Kind of like the water cooler in the present day office environment.

This months Cabin Boy Trivia: When the captain's wife was aboard the ship what descriptive term did the crew usually bestow upon the ship?

Hope to see you all at the fall banquet.

Final Thought...



Halloween may have past, but this Witch Boat will sail on and on!

Thanks for reading!