

# *The JibSheet*

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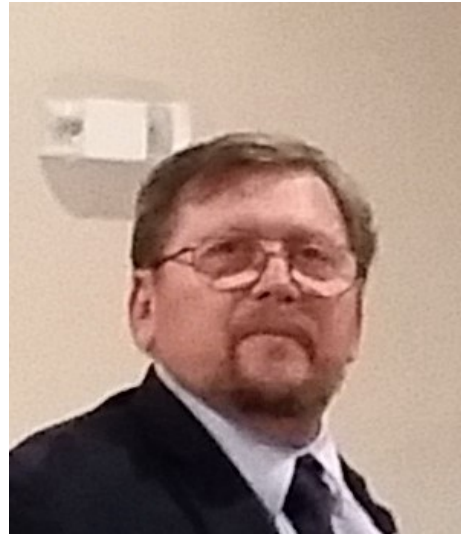


## **The 2019 Board of Directors**

### **At the 36th anniversary CSA Birthday Party**

**Dieter Hugel, Rear Commodore; Mike Floberg, Commodore; Gerald Kuehler, Treasurer; Henry Barousse, Secretary; Debbie David and Bill Phillips, Members At-Large. Not shown: Tim Fortney, Vice Commodore; Marc Kullman, Member-at-Large**

## COMMODORE'S CORNER



I hope your holidays were great, and that you shared good times with family and friends. As we come to the close of another great Corinthian sailing season I want to thank you all for your participation and membership with The Corinthian Sailing Association, whether it was in sailing or in service as a board member. We would not be here without your participation and support. I believe the CSA will grow as the Municipal yacht harbor gets repaired. I look forward to sailing with you all in 2019.

The 2018 CSA board has done a terrific job setting up races on both sides of Lake Pontchartrain and getting marks set and maps reviewed. Henry Barousse is doing a terrific job as secretary and as editor of the Jib Sheet. We will miss Albert Bacque on the board, as he helps his grandson as a Boy Scout leader; but, he will continue as an active member and race competitor. Tim Fortney is the new Vice Commodore, and we welcome Marc Kullman to the board. Bob Morgan is working on the CSA WEB site and has added PayPal for paying dues, race fees and dinner fees.

This year, the Corinthian Birthday Party (the 36<sup>th</sup> anniversary) was January 15, 2019 at NOYC from 6pm to 9pm. Kathryn Floberg catered food, and the Shriners Orchestra provided music. We had a good turnout, and everyone enjoyed the evening. I look forward to the new year, new beginnings, new harbor, and renewing old acquaintances at the meetings and on the water.

Thank you for your support.

See you on the water.

Commodore

**Mike Floberg**

CSA Board Meeting  
February 12, 2019  
PYC

Attending: Mike Floberg, David Barr, Gerald Kuehler, Bill Phillips, Tim Fortney, and Henry Barousse. Dieter Hugel participated by speaker phone.

Call to Order: Commodore Floberg called the meeting to order at 6:20 pm.

Reading of the previous minutes: the reading of the minutes was dispensed with by motion and vote

Treasurer's Report: The current balance is \$7,729. The net debit for the January party was \$1651.

Committee Reports:

Race Committee South Shore:

Dieter reported that the South Shore Winter Series was sailed on January 27, and the next race of the series will be on February 17. The Wednesday Night Series will begin on March 13, with a fireworks display after the race. CSA will host the second Wednesday Night Series, and would appreciate volunteers to help on the committee boat.

Race Committee North Shore:

Gerald reported that the 2<sup>nd</sup> race of the Winter Series as well as the "Frostbite" race were sailed last Saturday, February 9. During the race, it was discovered that the "P" mark has gone missing. Henry and David are currently working to obtain materials for a replacement. Gerald proposed the establishment of a North Shore vs. South Shore Challenge Regatta. The idea was well received and Gerald will prepare a proposed plan for consideration.

Social Committee: Nothing new to consider

Membership Committee: To date, only 30 members have paid 2019 dues.

Old Business: We failed to award a "Sportsman of the Year" for 2018. It was proposed by David Barr and agreed by all that the award should go to Skipper Chenault and should be presented at the next general membership meeting.

New Business: The next board meeting will be at NOYC on March 12<sup>th</sup>, to be followed by the general membership meeting.

Adjournment: The meeting adjourned at 7:00 pm

Henry Barousse



*Aqua Mystic*



Mike Bryce of *Paloma* accepts Boat-of-the-Year award for the South Shore



Lynn Stafford of *Aqua Mystic* receives Boat-of-the-Year honors for the North Shore



Glenn Tonguis of *Kryptonite* accepts the Charley Erickson Award for first CSA Spinnaker finisher in the Great Lake Race.



Dieter Hugel of *Tiki Too* receives award for *Tigi Too*, first CSA boat to finish in the Gulfport -Pensacola Race



## 2018 South Shore Race Results



CSA Winter Series #1

Wind: NE 8 Knots

Spin A:

Kryptonite 11:40:00

Madam J 11:47:16

Fresh Pineapple 11:48:00

Bad Dog 11:49:28

Foot Loose Too 12:04:45

Spin B:

Good Intentions 11:55:40

Trout 11:55:42

Time Out 12:07:00

Non-Spin

Paloma 11:59:50

White Lightning Withdraw

Girl No Score

Please remember only CSA members or boats that pay the entry fee will be scored.

Thanks to all who raced!

Next race will be Sunday, February 17, 2019

Further to the minutes of the November meeting I can restate as follows:

1) The final standings for the Boat of the Year are

A) No Spinnaker Boat completed 9 races and the board decided NOT to reduce the qualifying number thus no boat considered.

B) Poloma in the Non- Spin Fleet took 1st Place – congrats to Mike Bryce!

2) I hope to have the Wednesday Night Non-Spin Series 1st place trophies in time for the Birthday Party.

3) There will be a Race Management Seminar Hosted by NOYC and the date is January 19, 2019 location TBD

4) In conjunction with #3 if anyone has an interest please email me: [dmichaelhugel@g-c-m.com](mailto:dmichaelhugel@g-c-m.com) or call 504-460-1178

5) I will be looking for help for the RC for the Spring Wed Night Series Hosted by CSA in the Spring

6) The area Lake Pontchartrain Scheduling meeting will be held December 11, 2018 at NOYC

7) I will be updating the CSA SIs for 2019 so please keep an eye out for the changes

8) The website has been updated to show more North Shore marks as well as the distance and Magnetic Heading.

Thank you.

Dieter Hugel

CSA – RC



## 2018 North Shore Race Results



### FALL SERIES RESULTS

**Spinnaker (7 boats participated (max 3 places awarded) ; 3 qualified with at least 2 races)**

- 1<sup>st</sup>: The Bear
- 2<sup>nd</sup>: Good Stuff II
- 3<sup>rd</sup>: Big J

**Non-Spinnaker "A" ( 4 boats participated (max 1 place award), only 1 boat qualified with 2 races completed)**

- 1<sup>st</sup>: Aqua Mystic

**Non-Spinnaker "B" ( 6 boats participated (max 2 places awarded) ; only 2 boats qualified with 2 races)**

- 1<sup>st</sup>: Sea Fever
- 2<sup>nd</sup>: Reivers



*Summer Wind*



*Reivers*

*The story about the Easter Regatta is an excerpt from the newly published book “Island Time: Adventures of a Traditional Wooden Sailboat in Belize” by our fellow Corinthian Bill Phillips. The regatta takes place after he and his wife Laquita have commissioned Juan Guerrero, a master shipwright in the fishing village of Sarteneja to build a traditional wooden sailboat.*

### Easter Regatta

About the time Juan was starting his work on our boat, we were lucky enough to participate in one of the finest sailing experiences around. I was already enthused about our new boat, but this event brought me over the top. Sarteneja is renowned for its wooden sailboats and for a sailing regatta between local fishermen that has happened every year around Easter since the 1950s. Each year, the regatta is deliberately scheduled between the fishing season and the all-important lobster season, since that quiet period is when most fishermen bring their boats back to Sarteneja for repairs, bottom painting, and maintenance.

It is only fitting that the fishermen, who are proud of their boats and sailing skills, gather together to compete in a regatta. The number of boats participating each year varies, but at times there have been as many as 40 boats. The proud fishermen all think their boat is the fastest, has the best crew, and is the most beautiful.

The competitors take the regatta very seriously and go to great lengths to prepare for the race. For instance, they empty the boats of all fishing materials to make them lighter. They also give the bottoms a fresh coat of paint to make the boats slick and fast. They strategically place bags of sand as additional ballast, and they replace the normal sails used during the fishing season with new and larger sails made for speed.

Each year, the boat owners select the best skippers and crew for their boats. The boats are divided into classes based on length of waterline; there is usually a 20-foot class, a 22-foot class, and a 24-foot class. A lot is at stake! Not only are there cash prizes, but the winner also receives bragging rights—no small reward in a fishing village where sailing skills are highly valued.

In fact, the Easter Regatta is a big event for the entire village. People come from all over Belize—and even other countries—traveling by boat, bus, small plane, and car to attend. It is quite the competition, and it also provides an opportunity for villagers to visit with friends and neighbors. A number of vendors set up under tents and sell art, crafts, food and drinks.

The morning starts with a parade, in which most of the villagers participate. Then, in addition to the regatta, there are contests, including a greased pig contest for the young people, a bikini dance contest, and a drinking contest. One of the more interesting events is the greased pole contest, where the object is to climb high enough up the greased pole to retrieve a flag. The young men in the village have gotten very innovative over the years, and they now use up to three people climbing on top of each other in addition to scaling the greased pole to reach the flag. It is a timed event that is very funny to watch, particularly since most competitors end up falling down on top of each other.

I love to race sailboats and I have many years of experience doing so. It won't surprise you, then, to know that I was really itching to take part in the Easter Regatta. I was truly disappointed to learn that this race is just between the fishermen, and gringos don't usually get to participate. Luckily for me, though, Juan had enough sway to convince one of the captains to let me participate. Of course, this participation did not come without a price. The captain and crew reluctantly agreed to let me crew if I supplied enough Belikin beer (a local Belizean beer) to last for the entire day, which amounted to quite a few cases.

Alas, while the Belikin secured me a position on the boat, it did not secure me a role in actual racing. When I went out to practice with the racing team the day before the regatta, I tried to tell the team that I could be a valued crew member who brought lots of racing experience to the table. Unfortunately, the skipper and crew spoke Spanish only, and they either didn't understand what I was trying to tell them or they didn't really care. Additionally, I made a huge “gringo/rookie” mistake by showing up wearing a life jacket. They snickered amongst themselves, and although I couldn't really understand what they were saying, I did realize I needed to shed the life jacket. (These fishermen never own or wear life



On regatta day, Juan picked me up around sunrise with two other guys in his pickup. We were off to purchase a large block of house ice to keep the beer cold. The big store sells only quart size bags of ice. The first house we stopped at had no ice. At the second home we loaded a large chunk of ice. Next stop the big store where I purchased the Belikin. Secretly, I hoped that my Belikin bribe—along with all the beer being consumed—might break down the barriers and reverse the team's decision to limit my participation in the race. Unfortunately, when the race began, they became even more serious and focused. Any hopes I had of more substantial participation were quickly dashed as we headed to the starting line. One of the crew had obviously been assigned the task of making sure the gringo assumed a strategic place along with the sandbags as additional ballast. I was instructed to stay in this hole unless I was told that I could come out.

Although I was in the hole below deck, if I stood on top of two sandbags I could get my head just high enough to see out of the cabin. From this vantage point, I could see that we got a good start in the race. We were the second boat to round the first mark, but we were making time on the first boat as we approached the second mark. I kept hoping one of the crew would announce that I was needed topside to help pull in a sheet or lean out on the windward side, but no one seemed to be paying any attention to me.

These fishermen really knew what they were doing. The skipper made a brilliant move by establishing an inside overlap as we rounded the second mark, and the crew executed a really nice jibe going into the final leg. I was very impressed. Clearly, this was a really fun boat to sail. Our skipper took the lead on the final leg and increased the distance between us and the boats behind us. We crossed the finish line first, and I could hear the cheers from the spectators who were following the racers in motorboats or watching from the shoreline. The adrenaline was pumping, and everyone was ready to celebrate the victory. They acknowledged my existence for the first time since the race started. I was thrilled!

Okay, what they really wanted was the beer I was sitting on. Still, no worries, and we all celebrated on our way back to the dock. They even let me get out of the hole and move to the foredeck. As we approached the dock, I could at least look like I was part of the team for the camera.

After the win, the captain and crew showed further acceptance of me by finally talking to me (although in Spanish, which I still couldn't understand) and sharing the community plastic cup of ceviche, which they passed along with one spoon and washed down with bottles of Belikin. I was allowed to hold the victory flag for the camera. It was a glorious win, and I was very proud to be one of the few gringos ever allowed to be a part of their annual Easter Regatta.



*Easter Regatta. Zooming to victory as I am down in the cabin serving as ballast.*

*The crew let me hold the winning flag for the camera. Now hand us more Belikin.*



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Corinthian Sailing Association of Lake Pontchartrain.

The purpose of the Association is to promote the knowledge and expertise of its members in seamanship and sailing, and to promote and encourage racing of sailboats as a sport in the Gulf South, and particularly on Lake Pontchartrain.

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