

The JibSheet

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Official Newsletter of the Corinthian Sailing Association of Lake Pontchartrain



GREAT
LAKE
RACE



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SEPTEMBER 28, 2019

Register on-line @
www.corinthians.org

COMMODORE'S CORNER



Where has the summer gone? Labor Day is here already, and I am still chasing the fleet. But, I have to admit that my crew and I are having a great time.

We learn something new with every voyage and always enjoy the finish with a burger and liquid refreshment and discuss what we should have done -- and, of course, what the other boats should have done. That being said, we sailed the Round the Lake Race, and my choice was the wrong way. Not only that, but the wind died when the sun came up. But, the crew hung in there, and we finished.

Next up is the Corinthian Sailing Association Great Lake Race on September 28, 2019. There are a lot of new boats on the water this year, and even the harbor is almost finished. I expect a large fleet for the Great Lake Race.

And, to finish off the season, there is the Lake Pontchartrain Racing Circuit in October; and, there will still be the CSA Fall series to complete our Boat of the year finalist.

Then we begin the New Year with the Corinthian Birthday celebration on January 18, 2020. Get ready for some great food and swinging Music.

The nominating Committee is starting the process for election of new board members in November. We have several hard-working board members who have diligently kept the fleet running smoothly, and I hope we can find some new board members who will join the board this year. If you would like to join the board, please call me, Mike Floberg, 504-559-4978

I have included an article that was published in the Catalina magazine when a situation became close to being tragic, returning from a trip to the coast in the Rigolets. We should always be thinking SAFETY

CSA Board Meeting
August 10, 2019
NOYC

Attending: Mike Floberg, David Barr, Gerald Kuehler, Dieter Hugel (by teleconference), Debbie David and Henry Barousse.

Call to Order: Commodore Floberg called the meeting to order at 11:25 a.m.

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

Treasurer's Report: The current balance is \$9,383, but with approximately \$2500 in bills due this month.

Committee Reports:

Race Committee South Shore:

Dieter reported that the single-handed race had 5 entrants, but only 2 finishers. The Great Lake Race is scheduled for Sept. 28. Entrance fee will be \$40 for non-members and \$20 for members. Burgers will be served at the award ceremony after the race. Volunteers are needed to man the committee boat. Gerald will handle getting the awards and will arrange for the shirts.

Race Committee North Shore: The Summer Series was completed, but with only 5 boats participating.

Social Committee: The Summer Party will follow this board meeting.

Membership Committee: Current paid membership stands at 57, with 31 on the North Shore and 26 on the South Shore.

Old Business: David reports that work on the replacement for P mark is completed and it is ready for deployment.

New business: Marc Kullman has resigned from the board, and John David has volunteered to finish his term.

The next board meeting will be on September 10, 6:00 p.m. @ the New Orleans Yacht Club.

Adjournment: The meeting adjourned at 11:50 a.m.



LPRC 2019
October 25 through October 28
For information and registration, go to:
www.sailprc.org/wp/



THE GREAT LAKE RACE 2019

September 28

Register on-line at
www.corinthians.org

Volunteers are needed to help with the race. Please contact Dieter Michael Hugel <dmichaelhugel@g-c-m.com>

The “Summer Bash” was held again this year on August 10 at the Pontchartrain Yacht Club, and was another smashing success. Attendance was great and all enjoyed the festivities and great food. As in previous years, guests were encouraged to wear tropical attire, and awards were given for the most flamboyant shirts or outfits. The food was exceptional — bar-b-que, catered by Sticks and Bones from Slidell. Special thanks to Debbie David for handling the catering and arrangements with PYC, and to Gerald Kuehler for purchasing the awards.



Clockwise from left: Receiving awards for best theme-outfits are Lonnie Sehlinger and Earl Hernandez. Lynn Stafford receives “The Bird” for the least theme-related wear.



Receiving awards for best tropical attire, clockwise from left, are Roselyn David with her mom, Destiny; Karen Christ; and Virginia Serio.

ROUND THE LAKE RACE 2019 RESULTS

<u>BOAT NAME</u>	<u>SKIPPER</u>	<u>PHRF RATING</u>	<u>ACTUAL ELAPSED TIME</u>			<u>CORRECTED TIME</u>	
			<u>HRS</u>	<u>MIN</u>	<u>SEC</u>	<u>HRS</u> C	<u>MINUTES</u> C
<u>SPINNAKER BOATS</u>							
FRANCIS	AUSTIN ABEL	165	9	34	59	7.38	442.6
PRIVATEER	FRANCOIS KUTTEL	18	7	46	0	7.53	451.6
COOL J	DAVID BARR	129	10	19	38	8.60	516.1
PB&J	PEARCE WOOD	129	10	30	57	8.79	527.4
FOOTLOOSE TOO	RILEY STOGNER	72	10	21	10	9.39	563.4
WHISKERS	GERALD KUEHLER	96	10	55	32	9.64	578.5
MOOR TIME	PETER BLESSEY	132	11	36	0	9.83	590.1
THE RIGHT STUFF	MIKE FLOBERG	165	14	40	5	12.46	747.7
FRENCH PINEAPPLE	GUY WILLIAMS	-15					
DEFIANCE	RYAN BANCROFT	72					

NON-SPINNAKER BOATS

PINOCCHIO	DOUG DOVIE	102	9	36	50	8.25	495.0
KNOT NORMAL TOO	JOHN,DEB DAVID	168	11	24	16	9.16	549.4
FLORIDAYS	BILL PHILLIPS	138	11	19	12	9.47	568.5
AQUA MYSTIC	LYNN STAFFORD	150	11	40	33	9.67	580.2
PALOMA	MIKE BRYCE	111	11	51	21	10.37	622.3
ONDENE	SKIPPER CHENAULT	210	13	26	20	10.63	637.8
MARCELENA	WILL CLANCY	225	DNS				
AFTERNOON DE- LIGHT	EARL HERNANDEZ	177	DNF				
AFTER SHOCK	DAVID ZATARAIN	177	DNS				
EM-ALEE	JOHN DIXON	186	DNF				
MOON STRUCK	TIM PELA	144	DNF				



SOUTH SHORE RACE RESULTS



Below are current standings for Boat of the Year

The Single Handed Race was on July 27, 2019 wind SE 5 knots Course: A-J-E-A

- Bad Dog Finished Spinnaker
- Francis Finished Non-Spinnaker
- Good Intentions Withdraw
- Sundance Withdraw
- Ol' Dumpy Girl Withdraw

It was too hot!





NORTH SHORE RACE RESULTS



SUMMER SERIES

We had pretty light participation this summer (12 boats raced, but only 7 raced twice to qualify for the series) so we ended up with only 3 awards since we only had 4 boats participate in each class, and it takes 5 boats to give a 2nd place award.

Spinnaker (4 boats raced, 3 qualified, only a 1st place award)

- 1st: the Bear
- 2nd: Whiskers
- 3rd: Big J

Non-Spinnaker "A" (4 boats raced, 2 qualified, only a 1st place award)

- 1st: Floridays
- 2nd: Knot Normal Too

Non-Spinnaker "B" (4 boats raced, 2 boats qualified, only a 1st place award)

- 1st: Red Dog
- 2nd: Summer Wind



A sailing *mis*-adventure By Commodore Mike Floberg

We decided a Memorial Day weekend excursion would be a great way to get away from the city. I planned, repaired, installed, charted, plotted, and prepared all I thought was needed for a safe and relaxing weekend sail.

The tale begins when we stepped aboard my 36 foot Catalina "The Right Stuff" for a four-day family cruising adventure. We had taken her out on several weekend cruises and always have had a great time. However, this time would be different. With a new genset installed, my family looked forward to a cruise in luxury instead of a camping trip on the water. I should have known from the start you can never be fully prepared.

The journey started on a beautiful, clear May morning with a mild southerly breeze as we left the New Orleans harbor. Then I noticed the engine exhaust leaving a little soot trail behind. "Warning Will Robinson!"

I should have turned back, but my crew wanted to keep on; so I turned off the iron jenny and we hoisted up the sails and headed on our journey with time, I hoped, to identify the problem before we reached Slidell. While under sail, we were able to locate what we thought was the problem, and replaced the impeller. Our first stop was Slidell to pick up my Daughter-in-law, then off towards the Rigolets with a forecasted wind of SW15-20kt. As predicted, the wind picked up leaving the Rigolets, and we started to make good time. Even with the great breeze, I calculated we were not going to make our next destination before sunset. "Never go into an unknown harbor at night".

So, I decided to anchor leeward of Half-Moon Island. It would shelter us from the wind and the waves. I did get in early enough for all to try out the new dingy. The generator started running improperly as my daughter-in-law Kathryn was preparing a wonderful feast. So dinner was by candle-light, with no air condition; but, good music and a bottle of Chardonnay made for a perfect meal. We ate shortly after sunset, but darkness was taken away by the lighted array of twenty shrimp boats anchored around us for the night and the dolphins that played waiting for tidbits from the men still working. "Who could ask for more?"

The night at Half-Moon Island was beautiful and relaxing, as we traded off anchor watches. We had the anchor alarm set, but were unsure how well it worked. During my watch, the wind shifted about 30 degrees and a shrimp boat drifted a little too close for comfort. I pulled up the anchor and allowed us to drift several hundred feet from her stern. We all slept well and awoke to a beautiful day of sailing. Our next destination was Pass Christian, to pick up the rest of our crew.

On our way into Pass Christian, we had a great sail and were happy of the decision to not go into port at night, as it is a hard port to maneuver in even during the day light hours, with the many sandbars and several other obstacles under the water. We docked and waited for the arrival of our friends. We spent a few hours trying to make repairs and were confident that we had succeeded, along with the genset once we switched out batteries. We headed out for our next destination, Cat Island. It was a wonderful sail with reefed main and partly furled jib, and we dropped anchor about a quarter mile off shore. We spent another beautiful evening and day exploring the beach.

That next day we headed back to Pass Christian to drop-off my daughter-in-law and the other couple at the Pass Christian Yacht Club. We had a wonderful stay as they were great hosts, sharing their Memorial Day barbeque chicken dinner along with bushwhackers and wine. That evening, the wind picked up, and I spent parts of the night adjusting bumpers on the dock.

The wind on Memorial Day was favorable to sail all the back to New Orleans. The crew consisted of my lovely wife Rita, my son Jeff and myself. We motored out of Pass Christian with a fresh breeze and sun in our face. We cruised past Bay St Louis and tacked out for the Mississippi sound. It was a great sail past Half-moon Island and Grassy Island. We were making good time with SSW wind around 15 knts, but increasing. We were coming up on the Rigolets when my daughter-in-law called on my cell phone to let us know that there were some bad thunderstorms over Lake Pontchartrain. I took heed and lowered the sails. This is where my nightmare really begins. "If not for the courage of the fearless crew, the Minnow would be lost...the minnow would be lost....." I hum the strangest songs when I sail.

We were 1/2 mile from the Rigolets RR Bridge with the mainsail down and my wife on the cabin top preparing to tie down the main. I was pulling the furler, when I notice a change in the wind. I looked up and the wind was shifting to starboard, I shouted a warning "wind shift, hold on", but Rita was already headed overboard without a life jacket. The traveler was not locked and the boom carried her over the side. Rita was under the water for a long time, and I was very concerned. She came up on the starboard side, and I threw the horseshoe ring. It was too soon and she did not see it, even being just a few feet away. A strong wind blew me away from her and I could not get the jib furled any further, 8 feet was still out and moving me away from Rita. I managed to jibe and get within 15 feet after 5 minutes. Jeff threw 2 life jackets and a cushion, but the wind was blowing so hard they were hitting the water well away from her. As I worked to get the boat under control, Jeff noticed she was getting pretty weak, so he grabbed a life jacket and jumped overboard and reached her just in time. I started the motor, but all I got was black smoke and was still unable to turn the boat in what was reported as 60 kts at the RR bridge. The part of the jib still out was ripped and I had no control over the boat. I grabbed the radio for a mayday, but nobody answered (I found out later the radio was not working due to a loose antenna connection). Two power boats were coming from the East, and I was worried they would run over them; luckily, they went around us. The power boat "Miss Rose" noticed our boat was having problems and came by to assist. When they were close, I pointed to the water where Rita and Jeff were. Al Simmons (SYC) and his son were returning home from their weekend at Ship Island, when they realized the sail boat with a red & white jib was in trouble. When I held up 2 fingers and pointed to the water, they realized my dilemma. Miss Rose picked up Rita and Jeff. I think they were in the water another 20 minutes after Jeff went to help his mother. I dropped the anchor to keep from getting further away from them as we waited out the storm. Jeff put on a life jacket and dove back into the water to help me pull up the anchor after the storm. Jeff suggested that we put up the radar reflector, and it was deployed. I lost sight of Miss Rose and the bow of our own boat as the storm rolled over us. After the storm, the two of us tried to pull up the anchor, but it would not budge. At Jeff's suggestion, we used the the main winch, and it was slowly retrieved. Miss Rose towed The Right Stuff to the shelter of Rabbit Island and a safe anchorage, then headed home with Rita to New Orleans. Jeff and I waited for Boat US tow and were brought to the Rigolets Marina. I can't remember that much wind and still waited 35 minutes for the rain.

It seems obvious to me I made some critical decisions that were hazardous to my crew, my family and my boat. After it was all over, we all got together to brainstorm the situation. It should help us to prepare ourselves for further cruises and we hope will help you as well.

1. If there is any doubt about your boat being in good working order, DONT GO!
2. All safety equipment should be set up and ready for use before leaving the dock. If you need it, it's too late!
3. Crew members should wear lifejackets at night or when windy conditions prevail, or safety harness when inclement weather is forecast.
4. Make sure traveler and mainsheet lines are taut and secure when crew members are near the boom.
5. Be aware during high winds that a roller furler will be pulled tight, not allowing it role up completely.
6. Keep a neat boat, with no loose lines and clear access to necessary safety equipment.
7. Practice man overboard drills.
8. Check your radio before sailing everyday.
9. It is hard to remember that when you are cruising, less sail is safer and more comfortable.

I want to thank my son for his bravery and intelligence for grabbing a life jacket and saving my wife and his mother.

I want to thank Miss Rose, her crew Al Simmons and his son for rescuing my wife and son. Also, for being a good captain and helping a vessel in need.

I want to thank my wife of 37 years for the foresight to survive going overboard and under the keel waiting for us to come back, and her refusal to panic as she went under the keel and float until she could be rescued.

Thank you Lord for bringing them both safely back to me.

The Right Stuff under more serene circumstances



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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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