



# THE BULLETIN

CEDAR POINT YACHT CLUB

BLUFF POINT, WESTPORT, CT



## Commissioning Day Ceremony Official Club Opening for 2007 Season

The Club held its annual Commissioning ceremony on Sunday May 6th under crystal clear skies. The 2007 Board of Governors gathered around the flagpole, while members and honored guests watched from the clubhouse decks.

Commodore Tom Little made brief remarks, summarizing the more significant goals and objectives the Board of Governors will be

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## Memorial Day Weekend at CPYC

Member excitement and commitment was evidenced by high levels of participation across the entire fleet base our Club serves during the Vice Commodores Cup Regatta and picnic / barbecue held over Memorial Day weekend. The Lightning and Star Fleets cooked traditional holiday fare ending a terrific weekend of fun in the sun.

The wrap up picnic was full of bright sunshine, a pleasant cooling breeze, camaraderie, family, friends, food, kids, games



2007 Memorial Day Picnic at CPYC

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Mumm 30 fleet during CPYC's One Design Regatta [photo courtesy of PhotoBoat.com]

## 2007 **ONEDESIGN** REGATTA

### Quality Racing and a Terrific Party

*By Jim Brigger, Regatta Chair*

The weather gods smiled on the Cedar Point One Design Regatta on June 2-3, sponsored by Fairfield County Bank. Saturday saw sunshine and good breeze. Even though winds were lighter and less stable on Sunday, the rain held off until a few sprinkles fell just as Commodore Tom Little and Regatta Chair, Jim Brigger, completed the presentation of the awards.

But first things first. Racing on Saturday was intense, to say the least. The Race Committee under the leadership of Paul Iffland did a fabulous job and produced four quality races to the fleet of Mumm 30s, J105s and J30s. Racing was close and competitive – at many

*(Continued on page 3)*

## Commodore's Message – June 2007

*By Tom Little, Commodore*

The glow from a beautiful Memorial Day weekend slowly fades. It is my hope that everyone fully enjoyed the Club. It was a great weekend for sailboat racing and our amazing facility on Bluff Point. Participation was high, the wind gods contributed with above average weather, the Holiday picnic was fun, the Harpoon Brewery beer was cold and the level of camaraderie and enjoyment was, indeed, very high. CPYC is indeed a special place.

Your Board of Governors recently addressed a less pleasant but necessary issue in the operations of the Club. By the time that you read your Bulletin you will have been advised of the need to bill our members for corrections in the amount of Connecticut State taxes billed for past years. After becoming aware of the issue your Board worked to correct past mistakes in a manner consistent with the Club's long term best interests. Issues like this are never easy or pleasant, and no one likes surprises. The correct path is the path that has been taken. Working with experienced legal counsel, the issues will be fully resolved in the least costly fashion to all of us. We will also complete this project with confidence that future billings will now be correct.

The Entertainment Committee has announced changes in the pricing of the Club's annual awards dinner to more fairly allocate the entertainment committee budget to benefit the largest possible number of members. While costs will increase for some members and guests, a greater number of members will benefit from reallocation of the entertainment committee budget to more events throughout the year.

The Board is also working on new House Rules to deal with environmental restrictions that have now been communicated to yacht clubs and other marine facilities. This will require us to restrict certain maintenance activities (such as sanding, power washing, etc.) that previously were thought to be acceptable. We may need to consider changes that will alleviate some of these restrictions as we plan for the bulkhead rebuild project.

The Board is focused on running the Club as efficiently as possible and making decisions that will benefit the Club not only presently, but for future years. A major goal has been to keep the cost of sailing affordable while still meeting member needs and expectations, regulatory requirements, and maintenance & operation

demands. Change, compromise and trade-offs, along with difficult or unpopular decisions are necessary. We debate and balance what we would prefer with what must be done.

Necessary changes in how we operate may not always be popular but I can assure you that all factors and opinions expressed by members are always appreciated and fully considered. You have elected your Board of Governors to run the Club and to chart a course for the coming years. We continue to work to maintain your trust and confidence.

Also, as you know, we are part of the Saugatuck Shores and Saugatuck Island community. Many of our neighbors are often seen walking, riding bikes or just out enjoying the environment. In order to help ensure the safety of the residents and their guests, I ask you to strictly observe the 15 mph speed limit on the Island and 25 mph speed limit on Harbor Road.

Enjoy the coming season, the Club Facilities and the special environment that the members help us create. Your suggestions and comments are always appreciated.

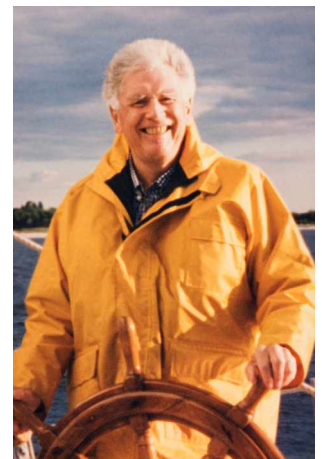
And, as always, don't forget to volunteer for those activities that you enjoy and to make your own contribution during 2007 to Cedar Point Yacht Club.

### **Norman Mason**

#### **CPYC Bids Goodbye to a Senior Member**

Norman Mason, husband of Nancy, died May 15, 2007. He joined the Club in 1959 when the Club was located at Cedar Point, across the Saugatuck Harbor at Compo Beach. His Club seniority number for 2007 was 6.

Norman donated the Onrust Trophy in 1966, named for his boat with which he won the first Club sponsored Cruising Class race in 1962. The trophy was originally awarded for first place in the Cruising Class Division 1 spring racing series. It is now awarded to the Division 1 winner of the Navigators Series.



*Norman Mason*

## CPYC One Design Regatta

(Continued from page 1)

mark roundings, there was no more than a minute between the first and last boat. On Sunday, despite a postponed harbor start and an abandoned first race due to an extreme wind shift, two more races were completed in light and shifty winds.

In the Mumm 30 class, scores were close – five of the nine Mumm's had at least one first or second in the event. But in the end, Lawrence Dickie of Greenwich, CT and his crew on *Sixx* took the honors. It was even tighter in the J105 class, where six of the seven boats racing had at least one first or second. Cedar Point's Jay Lurie and George Wilbanks came out on top on *Revelation*. And in the J30 class, Cedar Point's John McArthur on *Smiles* took first place.

We had a terrific party on Saturday night. Over beer and pretzels, PhotoBoat.com provided a slide show vividly illustrating the day's excitement. Dinner was a wonderful lobster bake from Captain John's, followed by hard rockin' with the Cedar Point House Band.

West Marine provided a pair of binoculars as a Boat of the Day prize, which RC Chairman Paul Iffland awarded to Trevor Roach on *Forever and Always*, for



*Revelation, looking well trimmed during the One Design Regatta [Photo courtesy of PhotoBoat.com]*

demonstrating and encouraging family sailing.

Other Regatta sponsors were PhotoBoat.com, Atlantic Yacht Rigging Services, J/Boats, West Marine, Penfield Marketing and the Versus Network (broadcast network of the 32nd America's Cup Races) and North Sails. We thank all the sponsors for their support. Thanks also to the many volunteers at CPYC who help make this event a tremendous success. They made it look easy... we all know it was not.

### Regatta Results

Finish	Skipper	Boat Name
<b>Mumm 30's</b>		
1	Lawrence Dickie	<i>Sixx</i>
2	Bodo & Nick Von der Wense	<i>Turbo Duck</i>
3	<b>Nelson Stephenson</b> Bruce Lockwood &	<b><i>Team Bold</i></b>
4	Peter Bergendahl	<i>One More</i>
5	Nick Amendola & Mark Taylor	<i>2 TH' MAX</i>
6	Bill Canning	<i>Wild Horses</i>
7	Brian Connolly	<i>Siren</i>
8	<b>Rick Swann</b>	<b><i>Cygnat</i></b>
9	Bottini	<i>Raven</i>
<b>J/105</b>		
1	Jay Lurie & George Wilbanks	<i>Revelation</i>
2	Bruce Stone	<i>Arbitrage</i>
3	Damian Emery	<i>Eclipse</i>
4	Nathan Boylan	<i>Joysea</i>
5	Andrew Gillis	<i>JATO</i>
6	Mike Puleo	<i>Conundru</i>
7	Bobbi Coffey	<i>Elmo</i>
8	Kevin Grainger	<i>Gumption</i>
9	Nickel van Reesema	<i>5 Cent</i>
<b>J/30</b>		
1	John McArthur	<i>Smiles</i>
2	<b>Carl Sherter</b>	<b><i>Fat City</i></b>
3	Steve Buzbee	<i>Blue Meanie</i>
4	Bengt Johansson	<i>Fuzzy Wuzzy</i>
5	<b>Seth Sheppard IV</b>	<b><i>Dow Jones</i></b>
6	Eric Robbins & Halsey Bullen	<b><i>Laser Beam</i></b>
7	<b>Trevor Roach</b>	<b><i>Forever &amp; Always</i></b>
8	Dan Bullard	<i>Madcap</i>
9	Stefan Jans	<i>Pale Rider</i>
10	<b>Thomas Graves</b>	<b><i>Bad Dog</i></b>
11	Teresa Laughlin	<i>Triple Play</i>



## News From The Fleets

### Atlantic News

By Kerry Dawson

#### The Commodore's Cup

The Atlantic Fleet kicked off the season in style this Memorial Day by almost missing the Harbor Start for the first race. It seems like we all need to pay closer attention to our e-mails and website for the changes in the Sailing Instructions. Special thanks to Race and Regatta Chairman Dave Marseli for contacting us on Friday as reminder. Fortunately all the boat owners and crew managed to get to the dock by noon.

The weekend was marked by three days of great wind and weather. The new Sailing Instructions allowed us to get in five races, which was one more than in previous years. Saturday's first race was abandoned in a dying southerly, but the RC was able to run two more in a westerly breeze. John Foster in A140 once again proved that he is a champion by taking two bullets in a tight nine boat fleet.



Atlantic launch day  
[Photo by Michael Petralia]



Atlantics 140, 102, and 129 [photo courtesy of Dan Murdoch, danmurdoch.com]

Sunday the breeze kicked up from the east providing 15 – 20 knot winds and some serious chop. Chris Wittstock, in A25, ruled the day by sailing to victory in both races without ever looking back.

Monday, with winds steady from the west, RC set an ambitious 8-leg course. Going into the day, A140 was comfortably ahead in the series with A25, A102, A139, A144, and A146 vying for silver. The racing was close with a shortened downwind finish. By day's end John in A140 had the cup. Second went to Kerry Dawson in A146, with Chris Wittstock in A25 rounding out the top three. After a fun barbecue with beautiful weather, it was nice to see Charlie Langalis in A2 entering the channel as the sun was beginning to set. Charlie, delivering his boat from Rowayton, is rejoining the fleet after a few years off. It is great to have him back in the fold!

#### Atlantic Fleet Membership

Speaking of new and returning members, in addition to Charlie (A2), Ian Ashby (A47), Mike O'Neil (A104), and Malcolm Robin-

son (A96) have launched, as will Sean O'Connor (A133) when he can dig his boat out of the boatyard.

The Fleet bid farewell to A38 which has traveled to Maine; but we are not letting Billie Lauricella go. Billie will be out sailing with us later this season.

We also have the pleasure of welcoming to the fleet Adam Walsh, the 2005 Atlantic Class National Champion, who will be campaigning A128. He and his crew are extremely well qualified and successful. This will mix things up a bit within the current pecking order and give us all a chance to learn how to sail better and smarter. For sentimental reasons it gives us pleasure to see A128 gracing CPYC waters once more. I am sure Joe Olson is looking down with a smile.

#### Other Atlantic Fleet News

Larry Liggett has graciously volunteered A109 as a fleet boat. With the Board of Governors blessing A109 was launched.

We would like to take this opportunity to offer A109 to sailors

who race on Lightnings, Vanguard, Thistles, Stars, Flying Scotts, Cruising Class, Junior Sailors, and any Members looking to sample the "Atlantic Experience". Please contact Larry at (203) 226-8285 or e-mail at [liliggett06883@yahoo.com](mailto:liliggett06883@yahoo.com).

There are currently a few Atlantics available for sale.

A109 – call Larry Liggett (203) 226-8285

A85 – call Tom Phillips (203) 829-3132

A120 – call Roger Verron (203) 834-0379

Last, if you want to go crazy like Kerry and Ron, the Class sponsored in 2007 the construction of A149. The boat is finished and waiting for her new owner.

### Scoring

We, as a fleet, are abandoning the Cox-Sprague scoring system and will use the Low Point Averaged for this season. In any race, the first place boat receives 1 point, the next 2 points, just as regular weekend low point scoring. Then we average each boat's score by adding up all her points and dividing by the number of races the boat has raced in. The result is the boat's average finish in all races.

### New June – July- August Series

We will now score and present awards for a June, July, and August mini series. Each boat that sails at least 60% of the races in each series will be scored using the Low Point Average. Trophies will be awarded to the top three boats at the end of each series. The June series runs from 5/26 – 6/24, July runs from 6/30 – 7/29, and the August series runs from 8/12-9/3.

### Special Events

The Fleet is also planning some special events during the summer which will culminate in hosting the Atlantic Class Nationals on August 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>. More on those later.

If you want to sail an Atlantic, please contact Kerry Dawson at (212) 899-7251 or, (917) 796-2039 and/or [kerrydawson@optonline.net](mailto:kerrydawson@optonline.net).

You definitely want to catch an Atlantic ride over the Fourth of July. Ron Marsilio has graciously offered to host the fleet party for all Atlantic Skippers and crew at his beautiful Bluff Point home on July 3rd so we can all watch the Westport fireworks.

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## Star News

*By Carol McCallum*

### Olympic Trials

Fotis Boliakis has qualified as one of 20 US Star sailors eligible to sail in the US Olympic Trials that will determine the US representative who will go to Beijing in 2008. Fotis must sail with the same crew as he had when he qualified for the Trials. His crew was Mike Nichols from New Hampshire, a novice Star crew whose older brother Brad Nichols was last year's top-ranked US Sailing Star crew. Brad and his usual skipper Andy Horton have not yet qualified for the Trials because Andy has been busy sailing in the America's Cup.

### May Regattas

The first racing in the Northeast this Spring took place on Chesapeake Bay. CPYC was represented by Star 7715 with myself at the helm. The first of three regattas

that I sailed was the Spring Star Regatta held by Severn Sailing Association. SSA is a yacht club much resembling Cedar Point in its dedication to small sailboat racing with low club overhead and member participation in all aspects of running the racing and managing the Club. Fourteen Stars dominated by John Manderson of Milford's Star fleet sailed in warm clear weather with the wind out of the northwest, three races on Saturday and two on Sunday.

The second Chesapeake regatta was held across the Bay on May 5-6, hosted by Miles River Yacht Club and the Eastern Shore Fleet. Sailed in the bay in front of the club, this is always a very friendly but fierce competition. Saturday we had four races; three WLWL, one WLWLW, with 1-mile legs. The wind was light to moderate, 6 to 10 knot, very shifty southwesterly. There were 15 boats and the locals, Barbara Vosbury, Bert Collins and John MacCausland dominated. On Sunday the day dawned with white caps on the bay, a wild gusty wind blowing and a forecast for more wind with a front coming north. After watching for a break in the conditions but seeing none, the races were cancelled.

Annapolis YC hosted the Lippincott Memorial Regatta for Stars and Etchells on May 19-20. There were 8 to 12 knots on Saturday and 14 to 18 on Sunday. There was a light rain Saturday after the races and Sunday as we were putting the boats in the water, but neither wind nor water were very cold. There were two races Saturday, five weather legs each 1 3/4 miles, and one race Sunday. The race course was out in the middle of the Bay, nearly in the shipping channel, where a Navy ship swung at anchor, stationed there as part of the Academy graduation ceremonies.

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John Manderson and Jock Kohlhas both had good races on Saturday and were leading the race on Sunday. John had managed to overtake Jock's long lead on the second beat and was rounding the weather mark when a gust hit as he let his stays off and broke the mast. Jock sailed around his disabled competition and made it around the offset mark but not much farther when a jibe reversed itself with a gust and his mast broke also. A third boat lost its mast also jibing after the mark. The fifteen remaining boats took care to enjoy the long run, babying their rigs a bit.

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## Thistle News

By Kristen Barnard, Fleet Captain

We are back!!! As I am sure the rest of the club is, we are ecstatic that the sailing season is finally here!

Fleet 99 started off our season with a tune-up day on May 12<sup>th</sup> with Ched Proctor. We had 8 boats that headed out for a little practice and drills with Ched, but we soon found ourselves being towed around by the chase boat as there was no wind. Most of us were ready to go in and hit the Black Duck, but no no, Ched



Forward crews set poles while Mike McBride (to weather) and eventual series winner, Brad Thompson approach the weather mark [photo courtesy of Dan Murdoch, danmurdoch.com]



Thistle Skipper Brad Thompson (right foreground) and crew Kristen Barnard and Charlie Bailey, pack up after winning the Vice Commodore's Cup series

refused to tow us in. He claimed a nice southwesterly was coming in about 10 minutes . . . seriously though, my dad used to say stuff like that and mostly we just assumed he was making it up to keep my sister and me quiet. But, apparently Ched actually dictates the weather, which would explain why he is always on the favored side, and the breeze picked up to a nice 8-12 and a-practicing-we-a-went. There were lots of tacks and jibes and circles, seemed we'd never got a break. I quickly realized that I should use my gym membership for more than just showering when my building has no hot water. A few hours later we were back on land and off to the Black Duck for some burgers.

Memorial Day weekend was a huge success. There was plenty of breeze and boats on all 3 days and a great job was done by the race committee working with the new race format. We got in 5 races and a great time was had by all. Fleet 99 had an informal pot luck supper at the Club on Sunday night, and closed the place down around midnight. Close to the end of the evening, we made a toast to our dear friend Walt Stubner, and shared stories of our time on the water with the legend.

Monday's BBQ at the Club was a great success, thanks very much to the Lightning and Star fleet

for throwing it off without a hitch. The weekend was won by Brad Thompson, with Charlie Kreidler in 2<sup>nd</sup> and Mike McBride in 3<sup>rd</sup>. McBride won the day on Saturday.

We had lots of new faces out and plenty of veterans, and are looking forward to a great season ahead. Talk of some informal racing on Sundays has even started to circle around, so hopefully we'll be down at the Club even more this year!!

Sail Fast., Kristen

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## Flying Scot News

By Mark Riefenhauser

After a long winter hiatus, we finally hit the water at the Early Bird Regatta held in conjunction with the Lightning Fleet. Despite the chilly weather, we raced five great races over the weekend. The racing proved to be a challenge to both minds and bodies, especially to those who just came out and sailed for the first time this season. After completion of the races on Saturday, the fleets were treated to a nice assortment of appetizers and cold beer followed by a delicious hot supper and salad. On Sunday, the races continued on. The winds were a bit stronger than the previous day, working us a little harder. At the windward mark of the second race, Rob Cohen capsized. Quick action by Rob and crew Robyn along with the Club's staff members got them back upright and back inshore to recover and get warm. Safety is of the utmost importance among us and we were relieved how quickly the process went. John Cooke went on to win the Early Bird with Mark Riefenhauser following closely in second, and despite his capsize, Rob Cohen finished third. On the behalf of the Flying Scot fleet, we would





*Rob and Linda Cohen at the weather mark on Sunday, May 27th [photo courtesy of Dan Murdoch, danmurdoch.com]*

like to thank the Lightning Fleet members for their help and the race committee for putting on five great races.

The following weekend was Memorial Day weekend and the Vice Commodore Cup. Mother Nature finally warmed things up for us and provided great sailing conditions all weekend long. On Saturday, the winds seem to have left us after a nice sail out from the Club. After a period of postponements, the winds finally returned and allowed us to sail two races. On Sunday, the winds picked up a bit more and proved to be challenging. Finally on Monday, the winds subsided a bit and the race committee gave the fleet a long race to sail. From what I heard, the last downwind leg gave John a scare. He had rounded the windward mark and was in a comfortable lead. Murphy's Law came into play and allowed the wind to drop off and allowed those from behind to gain on John. But John managed to hold onto his lead and took this year's Vice Commodore's Cup. Most of our fleet has placed a bulls eye on John. So to John, let us say, "beware"!

Next up is the start of the summer sailing season and the upcoming regatta at Sprite Island. Also in late June, the 50<sup>th</sup> Anniversary Flying Scot NAC are being held at Fishing Bay Yacht Club and a spe-

cial 50<sup>th</sup> event will held later that week at Deep Creek Lake, Maryland, the home of the Flying Scot. Most importantly, in August the Flying Scot fleet along with Cedar Point Yacht Club will be hosting the Flying Scot Wife Husband Championship.

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## Lightning News

*By Dave Marseli*

The Lightnings and Flying Scots teamed up for the second year in a row to host the Early Bird Regatta the weekend of May 19<sup>th</sup> and 20<sup>th</sup>. The weather forecast was doom and gloom, supposed to be showers on and off, with temps in the 50s and breezy conditions. We suspect that is what kept the numbers low. Eight Lightnings and Six Flying Scots ventured out into the Sound. Let me say this, the weathermen were completely off base. It turned out to be reasonably warm, with no rain, and while we saw gusts on Saturday in the 20s, it was perfect conditions for planing boats like ours.

Saturday the race committee, headed by Dick Thackaberry, got in three good races. During the first race, on the downwind, there was a big righty, and one Lightning, Josh's boat, did a little tumble. I had the helm on that one, and it was a bit heavy for that one moment, I must admit. Visitor Ted Duffy took race one, with the pack very tight at the finish.

During the second race, a Flying Scot went over, as the puffs were still noticeable here and there. I switched the helm over to Chris Miller, who we miss on the line. Good to see Chris on the stick again. Again, the downwind was full of

helm, with the Northerly doing all kinds of weird things. The difference between the first boat and the last was probably five minutes or so. Dave Peck, who we all know, took that one. One moment of glory for me was that I actually was trading tacks with him when I was back on the helm in the third race. It meant I was close to the top somewhere for a minute at least. Dave Peck took the third race, and we headed home.

Appetizers were heated up as we all took a nice warm shower, and the America's Cup was on TV when we all went to the upper deck. The dinner was just right, and the beer was something other than Bud! The House Band (aka, the Doug Latour Experience) cranked on through the night until around 11:00. A few of us went into Norwalk to keep the party going after hours.

Sunday, the breeze was still there, and the "threat" of showers was something that never materialized. Dave Peck took the first race, and Gianni battled it out for a bullet in the second and last race of the day. That made it Dave Peck, Gianni, and Ted Duffy for the top three overall. Other fleet members that raced were Josh Goldman, Eric Heller, Dave Howe and me. Liviu Vogel, Ryan O'Grady, Aaron Seymour, and Chris Miller were trading off positions on the boats. In summary, I can honestly say that this was one of the best Early Birds, as far as conditions go, that we've had in a while. Too bad a lot of people listened to the weathermen. Lesson learned for the rest of the summer....don't listen to them!

### **Vice Commodore's Cup Results**

*By David Freid*

Memorial Day Weekend and the Vice Commodore's Cup brought

out better conditions to start the 2007 season series than we saw all last year. Saturday started auspiciously, with an abandonment in the first race. But later, the wind filled in and provided moderate breeze for two races. Five Lightnings participated, with the newest Cuccio skipper, Johnny Jr., taking the first bullet of the racing season. Josh Goldman followed up his second place finish with a bullet in the second race. Dick Thackaberry, Doug Latour and Rod Ratcliffe also participated on Saturday.

Sunday delivered consistent 15 knot breeze, and excellent conditions for two races. Dick Thackaberry won Race #3 with a fun downwind finish, and Gianni Cuccio took the helm to grab the bullet in a long five-leg Race #4, with all boats finishing in a very tight pack. Josh Goldman, Doug Latour, David Fried and David Howe rounded out the competitive six boat Sunday fleet.

Monday continued to please with 8-10 knot breezes. A long six leg race on a slightly skewed course ended with Johnny Cuccio Jr. grabbing his second bullet of the weekend, and the overall Vice Commodore's Cup title. Josh Goldman and Dick Thackaberry took second and third overall, respectively. David Fried, Rod Ratcliffe and Doug La-



Johnny Cuccio, holding his award on Memorial Day

tour completed the six boat Monday fleet.

The Lightning fleet hurried to put the boats away and get the grills fired up. Along with the Star fleet, we hosted a sun-drenched barbeque, complete with games for the kids and an energetic trophy presentation. Hopefully, Memorial Day Weekend has set the standard for conditions this season, and we can enjoy tight racing like this all season long. Now, we just have to get all those other Lightnings in the water and on the starting line!



Gianni and Josh at the grills

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## Vanguard 15 News

By Strom Snaith

Cup day was lovely weather - comfy. Sadly though, we sailed the first race on a course full of holes and shifty, squirrely puffs of up to 3 knots. The long once-around windward-leeward course was agony. Everyone must have been wishing hard because after RC Dave Marseli shortened it up, the breeze started to fill in. It became a beautiful afternoon and Dave got in 7 races.

Ken Charles had moments of brilliance and won race 4. Serge and family (yes, there were three on that boat) managed to maintain upwind boat speed - downwind was another story. Special kudos to Craig Beardsley for introducing



Ken Charles (left) explains to Ted Gillman what he saw in V-15's during Vice Commodore's Cup racing

both his kids to racing (one at a time mind you) on such a perfect day. When they won the last race the smiles were contagious. In the lot Craig wondered whether his usual frequent tacking was necessary after all. He hardly needs any more arrows for his quiver.

Ted Gillman had a very good day sailing with Austin Schaeffer, able and enthusiastic crew. And the Wilbanks are getting it together showing good speed and good humor. There was some good tight racing.

It was only the second day in the Sunday series, but so far we've seen 14 different boats out. It would be great to see everyone out on the water next Sunday - all who have been out so far and all those others who have now finished yard cleanup, planting, and family picnics.

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## Laser News

By Andy Hoffman, Fleet Captain

Yes, I'm sailing into the sunset - my reign (of terror) as Laser Fleet Captain is now coming to a close. It has been a great two years helping to herd the cats.

I am extremely pleased to announce that Stephen Fisk is taking over as the new Fleet Captain. Steve



is a top sailor and I am confident that he will serve us well as an advocate for the Fleet. Please be assured that the choice of Steve has nothing to do with the fact that he (like I) grew up sailing at CPYC, married a fellow Connecticut College graduate, and likes Double Handed big boat sailing. Congratulations go out to Steve and Sally on the recent birth of their daughter Nora Kirsch Fisk.

We have seen record levels of participation over the past few years and there is no way that only one person could run this program. If you look at the Fleet Jobs section of our website, you'll see that we have a large staff of volunteers to handle the various roles. In particular, I would like to thank Eric Robbins for his help and to also recognize Eric for his 20 years of service as Laser Fleet Score Keeper. Many thanks to all the other volunteers, as well as my predecessors as Fleet Captain, Tim Maier and Halsey Bullen. Also thanks to Tim for the great photo of full frontal, frantic Laser-on-Laser action that appears with this article.

I want to go out with a consistent message - the Laser is fun and will keep you in top physical condition. Frostbiting will get you on the starting line all Fall and Spring while your buddies are sitting on their duffs. You're not too old - there are dozens of us in our 40's and 50's (and 60's). And who cares if you're not in front - look at my scores.

Please take the time to read the great Q&A with top Laser sailor and Regular CPYC member Mike Matan that appears on the fleet website.

Listed below are the final results for the combined 2006-2007 Frostbite series. Full listings are at the Laser section of the web site:

- 1 184130 Scrivan, Andrew
- 2 157877 Jacobi, Marc
- 3 182740 Craine, Paul
- 4 180533 Stanley, Charles
- 5 185888 Matan, Mike
- 6 166010 Weiksner, Alex (Top Junior)

It has been an honor and a pleasure. Over and out.

Andy

## Cruising Class News

By Tom Graves

### Vice Commodore's Cup Series

The Vice Commodore's Cup brought a great turnout for the newly revised race format! Fourteen boats in all, 7 spinnaker (Div I) and 7 non-spinnaker (Div II) boats, raced enjoying a fairly steady 10 to 15 knot breeze from the southwest on a 13 plus mile course that took them up to Bridgeport and back.

Taking honors in Div. I were:

- 1<sup>st</sup> Linc Schoenberger and crew in *One Up*
- 2<sup>nd</sup> Eric Robins, Hallsey Bullen and crew in *Laser Beam*
- 3<sup>rd</sup> Trevor Roach and crew in *For Ever and Always*

Taking honors in Div. II were:

- 1<sup>st</sup> Steve Froebel and crew in *Alchuringa*
- 2<sup>nd</sup> Peter Hurley and crew in *Blazn' Star*
- 3<sup>rd</sup> Peter Voin Bradsky and crew in *Altair*

New members joining in were:

- Cole Palmer in *Sea Monkey* and Don Horton in *AWOL*

New boat was Peter Hurley in *Blazn' Star*.

A big thanks to Washington Mutual (WaMu) - this year's spon-



Wednesday Night racing [photo courtesy of Dan Murdoch, danmurdoch.com]

sor. They are providing special Commodore's Cup Service T shirts to all participants for all 3 race weekends plus a special WaMu dinner for all participants after the July 7th race.

The next Cruising Class Commodore's Cup race is scheduled for the 7<sup>th</sup> and 8<sup>th</sup> of July.

### Wednesday Night Racing Update

Wednesday Nights are starting off strong with 33 boats starting in each of the 2 races to date (05.30.07) It's the best Wednesday evening after work you'll have all summer long.

### Mark your Calendars

- Flournoy Cup 07.17.07
- The Red Eye 07.29.07

### Summer Cruise

Summer Cruise (13 - 17 Aug.) sign up deadline is quickly approaching 07.15.07. For a great trip to Long Island's North fork vineyards contact Fred Neuwirth at 914.478.0253.

### Details:

Please check out the Cruising Class web page for details and SI's.

## Spring Cleanup at CPYC A Success

*Dale Greenwood, Spring Cleanup Chairman*

Once again the CPYC membership met the challenge and came forward with an outstanding effort to *spruce up* the Club. The first weekend had perfect weather and under the *excellent leadership* of Peter and Sheri Forster the goals of beaches, parking lots and the clubhouse grounds were all cleaned up in record time. Even though the turnout of members was smaller than usual, those who participated were able to accomplish a tremendous amount of work in a short period of time. Thank you to all who made the effort to show up and to work so hard during the first weekend of cleanup.

The second weekend had cool, foggy weather and it was questionable if the fog would ever clear. Nonetheless, over 50 members reported for duty and were ready to work. And did they work: the entire dry stall lot was cleaned, the beach was “policed” with military precision and the planting detail would not stop until every last

plant was in place and watered. Again, Peter and Sheri led the planting effort and, at the end of the day, the Club’s plants and flowers looked like work that was done by a professional staff.

This year one additional task had to be accomplished before lunch: all of the hardware associated with supporting the boats stored over the winter had to be removed from the parking lot - no small task. Nonetheless, six strong men came forward and within two hours all of the boat stands were secured in a safe storage area! What an outstanding effort. Thank you to all members of the second weekend: your work was exemplary. Of course, a special note of appreciation to the CPYC staff. Because of Seth’s advanced planning skills, all of the “support items” were available before the members arrived. As a result, the work was accomplished without delay.

During the coming sailing season, remember to practice good housekeeping habits at the Club by placing disposable items in the proper receptacles and clean up your area before leaving for the day.

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## Commissioning Day Ceremony

*(Continued from page 1)*

emphasizing in 2007. These objectives include (1) major capital projects that create long term, lasting value for our Members, (2) encouraging inclusiveness through calls for volunteerism and greater membership involvement, (3) to improve Board communication with Members, (4) revamping and enhancing our entertainment and social programs, (5) encouraging growth in membership, (6) continue to improve operations to keep the cost of membership reasonable for all of our Members, (7) actively supporting the Junior Sailing Program, (8) to continue to provide members with opportunities to enjoy Sailboat Racing at its best.

Club member Reverend Olivia Holmes stepped forth to bless the fleet, and led a moment of silence for the club members who have passed away over the last year.

Commodore Little introduced the Board of Governors and mentioned their areas of responsibility (these are listed in the Club Yearbook). Club Secretary, Jackie Fluornoy, Vice Commodore, Nelson Stephenson, Rear Commodore, John McArthur, Treasurer, Jim Brigger, Governor Josh Goldman, Chris Johannessen, Governor David Howe, Eric Passero, Ched Proctor, Ann Wilbanks.

Commodore Little accepted from Dan Lent a Biwako Yacht Club burgee, which had been given to Dan during a visit to Japan by Hideaki Aoki. Hideaki was a CPYC Laser frostbite sailor in the late 80’s when Danny was also first frost-



*Dan Lent presents Biwako YC burgee to Commodore Little at the Commissioning Day ceremony*

biting at CPYC. Biwako Yacht Club is the oldest yacht club in Japan and is located on Lake Biwa near Kyoto where many one design dinghy classes race. The Biwako officers invite any CPYC Laser sailors to visit their club and go sailing. Commodore Little in return presented a CPYC burgee and asked Dan to “send it to Hideaki and the Biwako Yacht Club with our thanks and warmest regards.”

The official season opening began with a blast of the Club cannon and raising of the American flag. Attendees adjourned to the clubhouse ballroom to enjoy the Commissioning Day reception, which was hosted by the Cruising Class and the Laser Fleet.

## **Race & Regatta Report** **The Flexible Race Schedule Explained**

*By Ched Proctor, Governor in Charge  
 Race & Regatta Committee*

In the April issue of the Bulletin, my Race & Regatta report announced that new race procedures would “enhance flexibility in the number of races to be run on a race day as weather conditions allow.” In this article I’d like to explain the thinking behind the new changes – in particular, what was “broke” and how we’re attempting a “fix.”

In previous seasons, our RCs would try to run the scheduled number of races, irrespective of the resulting race quality. For example, on a two race day in light air, the first race was most often too short for the Atlantic fleet, which generally likes a longer course. Or, if during the first race the wind shifts, skewing the course, or dies dramatically, a committee would be less likely to cancel in order to comply with the race schedule and fit in that second race.

On the other hand, on a single-race day starting in a light but building breeze, the fleets might finish early, just as the wind comes up. But since the *schedule* called for one race, the committee’s hands were tied, and the good breeze was wasted while we sat ashore.

Thus, we jammed in poor or substandard races where we shouldn’t have bothered, and on other occasions we were passing up potentially great racing. The major race management decisions were being driven by

the *schedule*, leading to inefficient delivery of good races over the course of a given series.

Here are some FAQs and my answers:

**Is the intent of the changes to have more races?** - Not necessarily more races, but more good racing when conditions allow.

**How do you define good racing?** - Primarily the course should be long enough and square enough to the general breeze direction such that multiple opportunities for gains and losses occur. The course is sufficiently square if the lead boats spend roughly equal upwind time on both tacks, and downwind boats run on both jibes at different times on the run.

**What is the purpose of the new W mark?** - To configure a course where the first weather leg is the longest leg, or as long as any other leg. It also keeps racing classes away from the starting line while another class is starting.

**Couldn’t the flexible race schedule skew the list of series qualifiers?** - A boat could sail a minority of days and still qualify for the series. Conversely, one could sail the majority of days and still not qualify. While this was also the case in previous years, the flexible schedule presents a moving target to those who are struggling to qualify. If individual fleets perceive this as a problem, they may wish to consider modifying their qualification rules. For example, they could allow qualification by the percentage of days sailed, rather than, or in addition to their current rules. In our club, such decisions happen at the fleet level.

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## **New Website for Cedar Point**

*By Chris Johannessen, Governor in Charge, Website*

With the coming of the new sailing season we also have a new Club website. You will find it at the same address as we had previously: CedarPointYC.org. The site is run by web portal software called DotNetNuke that runs on a Microsoft Windows server using ASP.net 2.0. The software will provide enhanced features benefiting both administrators and users.

Unlike many other websites that are a collection of HTML pages, our site has pages that are dynamically created by the web portal software for each user each time the user requests a particular page. There is a provi-

sion to serve up a different version of a particular page depending on a particular user’s login credentials. And there is a built in interface to allow posting of documents and editing of content in a what-you-see-is-what-you-get format directly from a (properly credentialed) user’s browser.

What else is new? Easier navigation for starts. We’ve kept the concept of the blue navigation bar across the top of the page to go to the primary page on the site, but we’ve built on that by linking the secondary pages as ‘child pages’ of the top level pages listed on the nav bar. Point your mouse at a page link (I call them tabs) on the nav bar, for example “Home”, and you will see the links to the various child pages of the Home page appear beneath the Home tab. Looking for general info about the Club? Look under Home tab. Info on a particular fleet?



Each fleet has a tab on the nav bar, beneath that tab are a group of pages with the content broken up logically among them.

If you've taken the time to log in to the site you will see a tab appear on the nav bar labeled "Member". This tab is visible only to those logged in as members and all of the member-only access pages are grouped beneath the Member tab. You'll find pages with info on sponsoring new members (including a membership application), House Rules, and a discussion forum for Club members. And if you have editing privileges on one of the fleet or committee pages, such as Regatta or Entertainment, you will find a "Web Authors FAQs" page, also under the Members tab, with info on how to post to the site and any number of more nuanced topics.

If you want to look at the Regatta Schedule and Info Page, or the Entertainment Page, look under the Events heading on the nav bar. Just slide your mouse across the nav bar slowly to look at your choices.

Each fleet has a Calendar on it's fleet page, as does the Entertainment page. These calendars feed two Club Calendars. One, a quick listing of what's coming up in the near future (the first five upcoming events from the

main Club Calendar), is shown in list format on the left side of the Home Page. The other, which is the full Club Calendar, is shown in Month View format on the Club Calendar page (listed under the Events tab on the nav bar). This calendar shows every event entered on any calendar site-wide, and with this view you can move forward or back through the months to any date you choose. Just click on the event to bring up a more detailed presentation of the information that's been entered about it. Because the fleet calendars feed this Club Calendar, we ask that only events that are actually taking place at the Club be included on the various calendars.

We are still in development on a Discussion Forum section for the site that will permit discussions Club wide as well as within each fleet. A second project underway is a Crew Finder adaptation of the Discussions module. Stay tuned.

If you have any questions or difficulties with the site, or suggestions for improvements please feel free to contact me to discuss. If you have a story or picture you would like to contribute, please either contact our Content Manager, Rich Gold, who maintains the Home Page and non-fleet or committee pages, or your Fleet Captain or Fleet Webmaster to post the info for you.

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## **Junior Sailing Report**

*By Eric Passero*

Now that the warm weather is here, High School sailing has come to an end. This season we hosted three schools: Staples High School and Greens Farms Academy (both in Westport), which competed in the Fairfield County Sailing League, and New Canaan High School, which is working on developing stronger sailors.

The season was a big success for Staples, winning second place at the league's team racing championship - the best team racing achievement of any of the CPYC-sponsored teams. Greens Farms Academy equaled their second place finish at the Fairfield Cup from last year, a team fleet racing championship regatta with two 420 teams, a Laser radial and Laser Standard.

The start of the summer Junior Sailing Program is right around the corner, June 25, and the statements have been mailed out. We are still expecting to receive a few more applications, but we are mostly at capacity. We anticipate having a similar depth of junior sailing talent to previous years.

The Club is hosting a parents meeting on Friday, June 8<sup>th</sup>, at 7:00 p.m. to introduce parents to our Head Instructor, Matt Karlan, and to get everyone prepared for the upcoming season. Also, within the next few weeks we will be hosting 20 area students for a US Sailing Level II Instructor Training Class.

We are still looking for volunteers for a variety of positions to aid our young sailors and the Junior sailing regattas. If you are interested, contact [epassero@yahoo.com](mailto:epassero@yahoo.com).



*CPYC's Charlie Proctor (foreground) racing for Greens Farms Academy in High School completion*

## Entertainment Committee Report

*By Ann Wilbanks, Governor for Entertainment*

### Special Announcement of Harpoon Beer Sponsorship

Entertainment is pleased to announce that CPYC is one of three yacht clubs on Long Island Sound selected by Harpoon Brewery for a 2007 season beer sponsorship. CPYC was selected by Harpoon based on the strength of our grass roots racing activities focused on competition and camaraderie. Harpoon was attracted by our Wednesday Night racing program, our three holiday One Design "Cup Weekends" and our Laser Frostbite program. Each of these programs aligns sailboat racing and social activities in a creative manner consistent with CPYC's mission.

Harpoon beer will flow from one of our kegs which will sport a distinctive harpoon shaped beer tap. Look for the sensational custom CPYC label, 22-ounce Harpoon bottles and oversized Pilsner glasses that will be awarded as racing prizes. Harpoon also will be providing a special season perpetual trophy featuring their trademark harpoon.



The Harpoon sponsorship is a tribute to the hard work of our volunteers who have built these distinguished CPYC racing programs and to the Corinthian spirit of our club.

### Recent Activities:

The Entertainment Committee welcomes new club member and Star sailor, Dave Cutler to its ranks. We now have 100% of CPYC fleets represented on the committee. We want to produce events that you want—so contact your fleet rep:

Dave Cutler: Stars  
 Gordon Dailey, Chair: Atlantics  
 Kerry Dawson: Atlantics  
 Marc Jacobi: Lasers & V-15s  
 Marla Joyce: Thistles  
 J.J. MacDonald: Flying Scots  
 Eric Robbins: CC & Lasers  
 Kathy Thackaberry: Lightnings  
 Lucy & Bill Walker: CC  
 Ann Wilbanks, Gov: CC & V-15s

The Committee was busy in May presenting Commissioning Day and the New Members' Reception, the over-subscribed "Wines of the America's Cup Nations" evening and the Memorial Day Barbecue hosted by the Lightning and Star fleets.

Many thanks to Lucy Walker, Julie Bonington (and her sister) and Marc Jacobi for planning and orchestrating the Commissioning Day events. Thanks to all Cruising Class members and others who donated hors d'oeuvres and special thanks to Halsey Bullen and Tim Maier, the Laser fleet reps who did the lion's share of clean-up that day (and the rest of you Lasers were where?).

Thanks to our friend Mike Fino at Twisted Vine of 1490 Post Road in Fairfield for broadening our minds and providing us with interesting selections at our "Wines of the America's Cup Nations" wine tasting. Please shop at his lovely store in the middle of Fairfield on the Post Road and make sure to thank him personally for his generous support of our event. Kerry Dawson, Kathy and Dick Thackaberry, Gordon Dailey, Sharon Bernd and Terry Steimer helped make the wine-tasting so much fun. We even had the Commodore and Vice-Commodore laboring on decoration and technical detail!



We would like to extend our apologies to those on the waiting list who we were not able to accommodate. At the wine merchant's request, we agreed to limit the number of attendees. Please note that this was a first-of-its-kind event for us. We learned many lessons organizing this event which we will apply to improve future Entertainment Committee offerings.

Thank you also to Doug Metchick, Penfield Marketing and the Versus Network for their generous contribution of America's Cup items handed out at our Wine Tasting, the Early Bird Regatta and other club events.

Many thanks to Gordon Dailey for such a successful Memorial Day cookout and to Kathy Thackaberry who coordinated the Lightnings and Stars who all did a great job cooking, serving, cleaning up and baking delicious desserts.

### Upcoming events:

June holds the first of our three **Open Grill Nights for New Members Classes of 2004-2007 and Senior**

*(Continued from page 13)*

**Members and Other Legendary Members** set for Thursday, June 7 at 6:30PM, hosted by Terry Steimer '05, Publicity Chair. We will have the grills ready and provide wine; you bring your dinner and visit with other new members and long-time club members who can provide history, anecdotes and stories for your better appreciation of your new club. Come enjoy one of the great pleasures of club membership, as you relax over sunset and dinner with your family and friends on a late spring evening.

June 23 will be the first of two club-wide **Stay to Suppers** this season. The first STS features a **Mexican Fiesta** prepared by Marla Joyce (unless child no. 2 decides to make an early arrival!) We will be playing **Race 1 of the Final Round of the America's Cup** during the STS for your AC viewing enjoyment. Members are free, guests a nominal charge.

**Final round America's Cup Viewing:** the Club will be open in the evening for group viewing of each final round America's Cup race. We will provide beer and munchies. No race on any day means no viewing party that night.

June 30 at 10:30 AM will be what we believe to be the first ever **CPYC Pet Show**. Designed for kids, but we won't ask for proof... Classes determined by entries. Costume class guaranteed. All pets must arrive in your car. Please keep it child-friendly: so no fighting roosters, venomous snakes, Volkodavs, killer bees--- you get the picture, right? Make Your Own Sundaes will follow. One-Designers, come root for your children and family pets and still make your Harbor Start. See further information and entry form provided elsewhere in the Bulletin and on the Entertainment page of the CPYC website.

Looking ahead to July: get ready for the **Blender Olympics!** Start putting your team together for this new CPYC event which will be held immediately after the second club-wide **Stay to Supper on Saturday, July 21**. The winning team gets its name engraved on the new Blender Olympics Perpetual Trophy (I guess we won't call it the "BO Trophy"?) and also will get to make next year's concoction in the circa 1940 Osterizer trophy blender. Thanks, Marc Jacobi for your help obtaining the new trophy.

Way out on the horizon will be our August 18 club-wide **Lobster Bake**. We are pleased to announce that **the Charlie Nice Band**, a popular group heard fre-

quently at the River Cat in Rowayton, will perform after dinner that night, so mark your calendars and plan to make a great summer evening of it. The Lobster Bake will be \$40/person and will require reservations, so watch for upcoming announcements.

Please consult our new Entertainment Calendar in the large Breezeway display case for the full panoply of club events. Also become familiar with the many entertainment and calendar functions on the new club web site. The Entertainment page is the place to find out the most up-to-date entertainment activity information, as well as fully updated America's Cup results and links to amazing America's Cup content. Thank you Nelson Stephenson for the huge amount of work on this popular feature.

#### Notice of Changes to 2007 CPYC Awards Dinner:

The 2007 CPYC Awards Dinner will be held at Chatham Manor in Norwalk, which was chosen again based on the many favorable reviews we received for the 2006 event held at this location. However, after lengthy discussion and careful analysis of recent attendance statistics, pricing and budget impact, Entertainment has recommended making certain changes in the price structure for the 2007 Awards Dinner. The price that we have charged members for this event has covered less than half the actual total cost per person. This represents a significant club subsidy paid by the entire membership for this one event. Furthermore, the cost of this subsidy has been consuming almost one-third of the total annual Entertainment budget over the last several years, which has limited Entertainment's ability to develop and support other club activities. By changing the price structure, we will be able to apply the savings to fund more club-wide events serving more club members throughout our long season.

Two primary changes to the pricing structure have been made this year. First, we have made a small increase in the price charged per person for the event. The subsidized price per person has been \$35 for the past four years or so, while the actual price per meal paid by the Club continued to creep upwards. As noted above, that price now reflects less than half the total cost per person for the event. Therefore, we have determined that it was time to impose a modest increase of \$4 to bring the subsidized price to \$39 per person for 2007.

Second, we determined that the subsidized price of \$39 should be limited to members (including their families) plus one guest per member number. Tickets for any



number of additional guests may be purchased at the price of \$70, in order to allow us to cover the bulk of the Club's actual cost per person. This policy was selected as a more democratic approach with the smallest impact on the largest number of club members. Please note that these changes have been discussed extensively with the Board of Governors. If you would like to discuss these changes in more detail, please feel free to contact Ann Wilbanks.

Membership Development:

Come enjoy the newest offerings from Membership Development for your family summer fun:

- Stiga Indoor/Outdoor Ping Pong Table now located on the eastern side of club (if you must play beer-pong, please wipe up after yourselves)
- Croquet Set
- Basketball net and ball
- Volleyball and badminton sets
- String Ring Thing (prepare to become addicted)
- America's Cup DVDs (each broadcast of the Semi-Finals and Finals) for creating your own America's Cup viewing parties

(Note: paddles, balls and America's Cup DVDs can all be checked out from Seth and his staff)

**Ship's Store – CPYC Gear Online**  
**From the CPYC Publicity Committee**

*By Ann Wilbanks, Governor for Membership Development and Publicity*

Please check out our new on-line Ship's Store located as a drop-down function under the Member tab at the top of the new main CPYC web page. Our newest arrivals in the Ship's Store for 2007 include the popular chart tile coaster sets, as requested by members following the 2006 Awards Dinner and snugly navy blue "hoodie" sweatshirts with large CPYC burgees on the back made for us by Dave Hoffman. All Ship's Store items can be seen in the new breezeway display case and on the Ship's Store web page.

We also are very excited to announce a collaborative effort with **Vineyard Vines** to develop a new line of custom CPYC gear. The Vineyard Vines custom art department has designed a stunning design featuring our club burgee and sail insignias from all the Club fleets. The all new CPYC designs can be ordered on ties, tote-bags and belts. CPYC Vineyard Vines gear will be available exclusively through advance sales, so please keep your eyes open for information about how to order these attractive and unique items.

Thanks to Logo Gear Committee members Rick Mount, Terry Steimer and Club Manager, Seth Van Beaver for their enthusiasm and to Doug Metchick for his professionalism and support.

**Memorial Day Weekend**

*(Continued from page 1)*

and vitality, all of which made Bluff Point glow Monday evening. Harpoon Beer was served and our members enjoyed the upgrade. Harpoon Brewery is a sponsor for the season. A CPYC first!

Skippers and crews showed up for a regatta representing around 68 boats racing in 9 classes / divisions with over 250 people racing on up to three circles. The primary one design circle had Atlantic, Stars, Thistles, Lightnings and Flying Scots. Harrison Gill and his committee ably led the RC team. Dave Marseli and his committee managed the Laser, V15 and Cruising Class races. New Sailing Instructions and more intensive formats introduced this weekend definitely increased the "fun fac-

tor" for CPYCs dedicated racers.

The barbecue was well attended. The weather and wind couldn't have been much nicer and the Club literally sparkled. The new Galley menu created a chuckle for all who read it the first time.

Commodore Little and Vice Commodore Stephenson presided over the awards. Results for each of the class racing can be found in the Fleet section libraries.

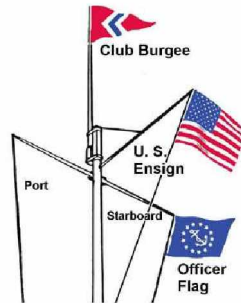


*Volleyball on Memorial Day*

## Flag Etiquette Question Answered

By Nelson Stephenson, Vice Commodore

Frequently, club members or guests have asked why the American Flag is displayed on the Cedar Point Flagpole at a level below the Club burgee. The answer relates to the design of the Cedar Point Flagpole. The Club's flagpole depicts the mast of a vessel underway. The position at the peak of the gaffe is the "position of honor".



*Chapman' Piloting, Seamanship and Small Boat Handling* (probably the most widely recognized authority on recreational boating) also depicts a U.S. ensign correctly flying from a gaff-rigged pole. Chapman's states

"The flagpole or mast of a yacht club is considered to represent the mast of a vessel, and the peak of the gaff, if one is used, is the place of honor from which the U.S. ensign is flown, just as if it would be on a gaff rigged boat."

They continue:

"There has been some confusion because proper flag etiquette requires no other flag to be flown above the U.S. ensign, and obviously another flag, such as a yacht club burgee at the masthead, will be higher than the U.S. flag when the latter is at the gaff. This is entirely proper because 'above' in flag etiquette, means 'directly on top of'."

The gaff-rigged pole had its origins at sea. Because of sails carried by the rigging, the flag of a nation could not be clearly viewed if placed at the top of the mast. The stern of the vessel was the position of command and the captain's quarters were located aft. Since the captain and other officers were normally aft, the nearest position to practically fly the ensign was the gaff. Over time, this became the place of honor to display the national flag. When the ship was moored, the ensign staff was set up again on the stern rail.

This was the practice in the eighteenth century, when the U.S. Navy was created. Now that warships are made of steel and the signal mast no longer carries a boom, our navy still flies the ensign at the gaff peak when under way and at the ensign staff when not underway. There is no law specifying how a flag should fly on a gaff-rigged pole, instead it is based on long standing

nautical tradition.

### Important Nautical Tradition to Now Be Reinstated at CPYC

Many traditional yacht clubs worldwide conduct morning and evening color ceremonies. Cedar Point has decided to reinstitute the evening "Colors" ceremony at sunset each day while the Club is in commission. At sunset during the active sailing season the ceremony will be performed nightly by club staff and Flag Officers present.

First, a bell will be sounded and an announcement made as an alert for all members and guests present to stand at attention. The Club's cannon will then be fired and the American Flag will be lowered at approximately sunset each day. At the conclusion of the evening "Colors" ceremony the bell will be sounded three times or some other appropriate sound signal will be made in triplicate. The most senior Flag Officer present will announce: "As you were", indicating that members and guests may carry on with their activities previously in progress.

#### CPYC Procedure for Evening Colors

1. Approximately five minutes before sunset, the word is passed **First Call, First Call to Colors** by the ranking Flag Officer present at the Club. If no Flag Officer is present then the ranking club staff member shall assume and execute these duties.
2. Just prior to the lowering of the American Flag the ranking Flag Officer present shall ring the Club's ships bell or make some other appropriate single sound signal to call for attention from all those present.
3. The Flag Officer should then announce "Attention to Colors".
4. At sunset, the word is passed "EXECUTE" and after 3 whistle blasts (for safety), the cannon is fired by a club staff member.
5. All within earshot of the cannon should stand and face the American Flag and observe a moment of silence while the American Flag is lowered.
6. The American Flag is lowered slowly and respectfully. At no time should the American Flag ever be allowed to touch the ground.
7. If the American flag is being displayed at half-mast, it should be run smartly up to the peak, and then lowered slowly.

The ranking Flag Officer should then call out "Carry on" and ring the Club's ships bell three times or some other appropriate sound signal should be made in triplicate to release those that are standing for Colors.