

Boulder Yacht Club

Boulder Bits



Bits and Pieces. Some noteworthy, none newsworthy.

April 2000

COMMODORE'S CORNER

Flag Etiquette

Many of us display either the National Ensign of 50 Stars and 13 Stripes or the U.S. Ensign of 13 Stars surrounding a fouled anchor in the Union. In addition, we fly a BYC Burgee and/or past officer's flags and even some fun flags.

The proper time to fly the National or U. S. Ensign is from 0800 to Sunset. Flags on the club shore staff may be flown on a day and night basis if allowed by the club.

On modern smaller yachts, there are two preferred methods of flying the Ensign. On a gaff rigged boat the proper



position is from the peak of the after-most gaff. From a marconi rig which is the most common rig on Lake Carlyle the Ensign is flown from a stern mounted staff either on centerline or to the starboard side if a tiller or boarding ladder is in the way. The Ensign should be flown when under sail, under power alone, at anchor, or made fast. However, the Ensign should never be flown when racing.

Yacht club burgees should be flown from a bow staff or the masthead but not from the starboard spreader. The burgee can be flown while under way, either sailing or under power and while at anchor. Here again the burgee should not be displayed while racing.

The flagpole or mast of a yacht club is considered to represent the mast of a vessel. The National flag should be hoisted briskly and lowered slowly and ceremoniously. Our flagpole at Boulder Yacht Club is a single mast with spreaders and a nonfunctioning gaff. When ashore facing toward the marina and lake we fly the National Ensign from the top center section of the mast with the

club burgee on the right side spreader, and the Ranking officers flag on the left side spreader, if the officer is on the grounds or on their boat. Another proper way to display the flags is to raise the National Ensign to the top of the mast with the club burgee below that and the officers flag below the burgee.

How large should your National Ensign be? Tradition has it that the flag should be at least 1 inch on the fly for each foot of boat length. It is better to have a flag larger than 1 inch per foot, than less than 1 inch per foot.

Let us enjoy our club and display our flags properly.

(These recommendations were extracted from "Chapmans – Piloting Seamanship and Small Boat Handling.")

I hope to see everyone at the "Spring Breakfast and Flea Market"

David Grimes, Commodore



—UPCOMING EVENTS—

Sat. May 6 Practice Race
Sat. May 13 Spring Race #1
Sat. May 20 Brunch & Flea Mkt.

Sun. May 21 Spring Race #2
Sat. May 27 CSA Cabin Classic
Sat. June 3 Spring Race #3

SPECIAL PATIO PROJECT 2000 **VOLUNTEERS WILL BE NEEDED** **DATE TO BE SET SOON**

THE BOARD OF DIRECTORS OF THE BOULDER YACHT CLUB AND THE MANAGEMENT OF THE BOULDER ACCESS MARINA HAVE AGREED TO A JOINT VENTURE TO BUILD A NEW PATIO AT THE MARINA.

It is our intention to have a day and a half (more or less) event to excavate an area of approximately 55 feet wide by 27 feet out from the existing building towards the marina basin. We will need volunteers for this project. A project schedule follows.

Step one – 5 to 6 people to assist the Grading contractor with site excavation trimming and form building by our carpenter.

Step two – 10 to 14 people to move about 50,000 pounds of gravel around the excavation site into a reasonably level base to accept the concrete.

Step three – 10 to 14 volunteers to assist in final leveling of the concrete within the forms after being dumped in by the delivery trucks. At present we have one cement finisher available but would like to have one or two more if possible. We could also use 3 or 4 wheel barrows and some hoes.

The whole object of all the volunteers is to prevent overwork of any one person. By spreading the work out between the workers we should be able to complete the whole project quickly.

We plan to undertake the project in early June. This will give the soil around the club house time to dry. We will publish a date and volunteer sheet as soon as I can coordinate a date with our excavator. If you have questions please give me a call at: 618-830-9254.



David Grimes

A SPECIAL WELCOME!!
TO THESE NEW BYC MEMBERS

BILL & JANE FLOYD-HENDY
ERIC & LAUNA DANIELSON
RICHARD & DENA EFTHIM
CARL & KAREN PALERMO
ATTILA ROZSAVOLGYI
ALAN & MARTHA TRODUS

BYC membership is looking forward to meeting all of you and sharing our great times at Boulder with you!

Dave Uttendorfer
Secretary/Treasurer

FROM THE VICE COMMODORE

Ships Store: New Merchandise

Arrangements are under way to make our famous Boulder Yacht Club denim work shirts available in Size Small. The arrival will be appropriately heralded. Ladies, how would you like to have a loose fitting, cotton or terry cloth, one piece, sleeveless zip up the front jump suit? Ideal for the long walk between the showers and your vessel? It will of course be festooned with the BYC logo. Please let me know about this and any other items that you would like for our Ship's Store to carry

Observations: There have been no reported cases of members being inappropriately out of uniform. Therefore, mercifully, no one has been sentenced to serve between the devil and the deep blue sea. Avast, don't let your guard down. Should you be caught out of uniform you may be sentenced to be 'keel hauled.' In an effort to avoid this most unpleasant of all ship board punishments, your Vice Commodore has extended the sale offering on the gray, long sleeve, Henley neck shirts. Only \$16.00.

Sea Lore: Being 'keel hauled' is truly the most dreaded of all punishments an unruly sailor might be forced to suffer. This punishment consists of being bound at the hands and feet with two long lines. The sailor is then thrown overboard from the bow and crew members on both sides of the vessel's deck hold onto one of the two

lines and walk from the stem to the stern of the vessel dragging the errant sailor under and along the bottom of the keel for the length of the ship. All chance encounters with barnacles or zebra mussels are sure to be quite painful. Upon emerging from beneath the stern of the vessel, it was often rare that the crewmember actually survived. However, those who did survive were never again caught out of uniform.

How to buy from the Ship's Store:

1. Browse the display case in the Boulder clubhouse.
2. See Vicki Logan or John Carnasiotis.
3. Have your Doubloons ready.

KUDOS TO OUR OWN:

This portion of From the Vice Commodore is intended to celebrate, recognize and thank those members who have made some type of contribution to our club beyond the responsibilities of their post.

Warm and Toasty. You need not munch upon cold bread or bagels at our next BYC breakfast event. Pamela and Randall Wheeler have generously donated a new four-slice toaster. Pop Tarts anyone?

Pop Pop Pop. Everyone loves popcorn. The more the better. You may have noticed that BYC offered popcorn at several functions last year. This was a test to determine whether our members would enjoy having and consuming this delightful snack. The results were overwhelmingly positive. Melt some butter because Susan Haase, John Carnasiotis, Karen Kraft and Allan Stewart have purchased and donated a commercial popcorn machine to our club. May it "pop" forever more.

Scrub A Dub Dub. Wash hands and face and do it well. No more dirty hands and fingernails. Steve Kratchman has donated and installed hand scrubbers in the Boulder washroom.

Let There Be Music. Tis music that soothes the savage beast. Jim Moore has donated and placed a stereo in the Boulder clubhouse. Rock on!

Please advise me of any contributions to our Boulder Yacht Club so that they may be properly recognized.

JOHN CARNASIOTIS
Vice-Commodore

FROM THE RACE CHAIR

SPRING RACE AWARDS: We inadvertently omitted Jim Moore who tied with Jim Dyer and Parks Smith for 2nd Place in the 1999 Spring Races. Congratulations Jim!

BYC RACING: It's Saturday morning. You're lying in the V berth looking out the forward hatch. You can see two different wind speed indicators rotating on nearby masts. Last night, the weather channel forecast was for 10 to 15 mph winds out of the southwest. If it doesn't build to over 15, you can probably manage the 150 genny. However, you remember the last time the forecast was 10 to 15 and it ended up being more like 18 to 25. You put a reef in the main, but still spent most of the race on the verge of being out of control. Maybe you should put the 120 on and put one reef in the main while at the dock. After all, it's easier to take the reef out on the lake than it is to put it in. Yeah, but there have been more times when the forecast was for 10 to 15 when it ended up being 5 dropping to nothing! A typical start to another race day at Carlyle!

For a racer, the decisions don't stop with sail selection. Once you are on the lake, you have to determine what will be the favored tack (hardly ever is the starting line exactly square to the wind). Then, depending on which tack is favored, where on the line do you want to start? If port is favored, how many boats will be brave enough to start on port? Should you start on starboard at the port end of the line, or go with the crowd if it looks like everyone is going to foolishly start on port? If you start on starboard and your timing is good, maybe you can force any port tack starters to tack away before they cross the start line. But the last time you tried that, they timed the start better than you did and they crossed in front of you and then, you were on the wrong tack after starting!

Right about now, some of you might be thinking, "I go to the lake to get away from this kind of stress!" Would you believe me if I told you that it is a different kind of stress? Recently, I read that there is good stress and there is bad stress. I don't recall the exact distinction, but I'm sure the stress you experience at work falls in the bad category and the stress you experience at the start of a sailboat race must be healthy! (A certain amount of blind faith is required to be a sailor, and even more is required to be a racer!). You might compare it to eating a cheeseburger in order to raise your HDL in order to

offset your high LDL cholesterol! Actually, that's probably not a good analogy, so go back to the blind faith thing – sailboat racing is good stress!

For those of you who are interested, on 5/6/00 at 10:00 a.m., we will have a pre-season meeting in the marina lounge to go over racing instructions and basic rules. After the meeting, we will get on the water, practice a few starts, and have a short race. The good stress starts for real on 5/13/00!

Barry Nielsen
BYC Racing Chairman

FROM THE BOARD OF DIRECTORS

There will be a general membership vote on approving or not approving the newly revised Boulder Yacht Club by-laws at the Spring Breakfast on May 20, before the Flea Market Event.

Copies of the current by-laws can be obtained from our web site and some copies will be available at the breakfast.

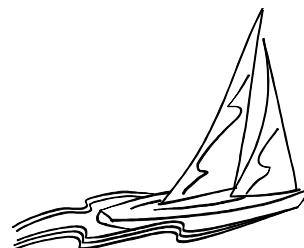
The BYC Board of Directors has accepted the resignations of Jack Melton and Rich Cooper.

PLEASE NOTE:

Sadly, we have been informed that Neal Oder, our fellow BYC member passed away on March 26, 2000. His burial was in Kentucky. We offer our deepest sympathy to his wife, Linda.

QUOTE OF THE MONTH

"People are always good company when they are doing what they really enjoy





OUR BYC BOATS

Type Boat: Foldable Sea Kayak
Manufacturer: Folbot
Model: Greenland II
Length – 17 FT; Beam – 34 IN
Total Wt. (w/o accessories) – 62 LBS
Max Payload – 600 LBS

Optional Accessory: 32 Square foot ‘batwing’ sail with full battens and two ‘zippy’ reefs. When using the sail, you must also use the leeboard assembly and the foot controlled rudder kit.

Folbot has been making foldable sea kayaks since 1933. One of their newest models, the Greenland II has a hull made of hypalon laminated to 1000 denier tire cord and a deck made of sun-resistant, acrylic-coated poly/cotton blend fabric. The frame is made of anodized aluminum tubing with glass-filled polycarbonate crossframes. There are narrow, inflatable sponsons that run the length of the boat under the skin (just above the waterline) that provide skin tension on the frame as well as providing additional floatation (making it virtually unsinkable). This kayak is made to carry two adults and all necessary supplies for at least a one-week expedition (depending on what you pack – no hair dryers allowed). The most versatile element of this boat is of course the ability to pack it into two separate bags that can be checked as ordinary luggage at the airport.

A well-made folding kayak is especially seaworthy because it allows a certain amount of flex. This is one of the reasons the Eskimo kayaks were so seaworthy. In 1956, a German by the name of Hannes Lindemann sailed a Klepper model folding sea kayak (made in Germany) from the Canary Islands to St. Martin in the Caribbean. It took him 72 days and he carried enough beer to have about one bottle per day (in the true German spirit).

My Greenland II has the sail, leeboard and foot controlled rudder accessories. A friend and I took this kayak on a one-week expedition in the Exuma chain of the Bahamas four years ago. We sailed from one deserted island to the next, camping out and obtaining most of our evening meals from the sea (fresh snapper, grouper, lobster and conch). Of course, we also had enough foresight to stock the boat with plenty of red wine, vodka and kahlua (Wine with dinner and Black Russians by the campfire). I’ve taken other smaller trips since and am planning another one week long trip to Exuma this May.

DENNIS SMITH, OWNER



SOCIAL BITS.....

Spring Thaw 2000: Saturday, April 15th turned out to be a beautiful day of sunshine, warm weather and many talks about the upcoming season. John and Susan put together a scrumptious breakfast with bagels, cream cheeses, coffee, fresh fruit and much more. This year’s Spring Thaw was well attended. Everyone had fun talking of the past winter and discussing the upcoming sail-



Good fellowship and good food. Notice who’s hanging closest to the gourmet spread.

ing season at BYC. Thank you to everyone who helped and attended this first event of 2000.

Annual Flea Market and Breakfast: Just a reminder that this “fun” event is scheduled for Saturday, May 20 at 9:00 a.m. Rummage through your lazarette, dock box, and garage for nautical items to sell. Remember, 10% of the proceeds go back into the BYC. Make your reservations by May 12. SEE THE ATTACHED SIGN-UP SHEET and please mail it in by the deadline.

The sky is the same color wherever we go. –Persian folk wisdom -

SOCIAL COMMITTEE

Lally Lotzer

(email: Llotzer@hydro-gear.com)

(phone: W 217-728-2582 x240; H 217-728-4880)

Bill & Sharon Schmidt

(email: magicdragon1@prodigy.net)

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EDITOR'S NOTES:

Deadline for the next issue of Boulder Bits is May 15.

Fax articles to Liz Seise at (314) 781-4616 or E-Mail: BuildingButlers@aol.com

BOULDER YACHT CLUB
LAKE CARLYLE, ILLINOIS
AN ILLINOIS NOT-FOR-PROFIT
CORPORATION





Boulder Yacht Club

Flea Market & Breakfast



Enjoy some
good food...

Shop,
Browse,
Buy!

A great way to clear out
some extra space, to
make some extra cash for
you and the club.

10% of the proceeds benefit the BYC

Saturday, May 20, 2000
9:00 a.m.

Boulder Marina Clubhouse and Grounds

Please make reservations no later than May 12. No late reservations will be taken.

BYC Breakfast
Saturday, May 20

Reservation Deadline: May 12, 2000

Adults: \$5.00

attending: ____ adults ____ children

Children: \$3.00

Name: _____

Make check payable to **Boulder Yacht Club**.

Mail reservations to:

Ed Welshans
25 Shaelah Drive
St. Charles MO 63304

