



The Yeoman

Des Plaines Park District Yacht Club

June/July 2006

www.desplainesyachtclub.com

Rebel Nationals

by Phil Faulkner

The 2006 Rebel Nationals started Sunday night, July 9th with a great party at Elliott Hilsinger's beachfront cottage on beautiful Coldwater Lake in Coldwater, Michigan. Four DPYC boats made the 210-mile trip to compete with a total of 21 Rebels from across the Midwest for the National championship. The weather was beautiful at Elliott's cottage and the food and drink were a perfect start to the week's festivities.

Sunday afternoon and Monday morning were devoted to the Junior championship, including Mike and Theresa Stoodley, with Mike skippering in his first nationals. Competition was fierce with the local favorite, Gage Hudak, winning after four races. Mike and Theresa finished in a hard fought fourth place.

There was senior sailing every day, as threats of severe weather proved to be mostly false. One night experienced over an inch of rain, but the only effect was that everybody had some serious bailing to do the next morning. Winds were beautiful every day at about 5–10 MPH. In all, nine of ten scheduled races were sailed with the only unscheduled downtime being Tuesday afternoon (shopping at the local outlet mall was the only reasonable alternative) when the weather forecast called for severe thunderstorms (which never occurred). The only serious mishap occurred when Elliott Hilsinger T-boned your reporter in the first leg of the first race. No one was hurt but the Melinda Jo sustained damage to her deck and upper portion of her hull. The boat was still seaworthy so we continued on. Elliott has promised to take care of repairs after the end of the sailing season.

Tuesday evening brought a lasagna dinner at the Lake association headquarters, hosted by the Hudak family. The evening highlight was an auction run by a local volunteer auctioneer to raise money for Junior sailing scholarships. Each family was to donate a gift worth at least twenty dollars as the price of admission to the dinner. The auction was great fun as such objects as Rebel Beer, a gold bracelet, lamps, anchor line, folding camp chairs, rum, and numerous other great gifts were auctioned off. In total the auction raised over a thousand dollars.

Sailing finished with fabulous weather on Thursday morning. The forecast called for "light and variable winds" but the day delivered 6–8 MPH and the fleet got two great races in before 1:00pm.

Dave Nickels, of Nickels Boat Works and builder of many of the Rebels on the lake, won the regatta, coming from behind to nip local boy Dr. John Hudak, Jr. in tight competition. Jim Quiniff and Mike Stoodley finished 10th, Phil Faulkner and daughter Melinda finished 12th (despite skipping the last race), with John Vandenbrink and Dick Carlson 15th, and Joe and Theresa Stoodley in 18th.

Next year's Nationals are scheduled for the same week at Greenwood Lake in New Jersey. The Lake is very large and in a beautiful part of New Jersey. There are more than ten Rebels sailing every weekend, so next year promises to have the best attendance since 2001.

Ahoy Race Committees

by Mark Quiniff

As the racing season is now in full swing, it's time to remind everyone of a few miscellaneous items related to serving on race committee. The blank forms are kept in the white binders in the desk on the boat, the 3-part Sunday forms in the "Sunday-Holiday" binder and the Wednesday single form in the "Wednesday" binder. Please fill the form out completely, including the date, wind speed and your name! Don't forget to list names as well as boat numbers and list those boats that are being single-handed. At the end of the day give the scores to the Vice Commodore (Phil Faulkner) on Wednesday and each Fleet Captain (Steve Duenser, white copy; Jim Quiniff, yellow copy; and Mike Stoodley, pink copy) on Sunday. If the person is not present, place the results in the respective clearly marked manila folder in the locker.

When placing the marks in the water, do not simply throw them in. Stop the boat where you want the mark and gently lower the anchor in the water until you feel it hit bottom. If the anchor line is too long, tie a temporary knot to shorten the line. Remember that most of the lake is shallow, but can be quite deep out in "B" corner. If a line is too long, the mark ends up in places you may not intend and if the line is too short or becomes fouled when you "toss" the anchor in, it will drift, perhaps all the way to shore like it did in a recent race. Note that the marks are labeled (A, B, C, and D). They each have been pre-adjusted to a near-ideal length for each corner of the lake. When pulling the marks out, I let each anchor weight drag in the water while moving to the next mark to clean the mud off. This avoids a lot of mess on the boat and on shore.

Finally, a word about the "Come Within Hail" flag. The idea is to attract the sailors' attention that the race is about to start, so put the flag up with a lot of fanfare, i.e. ring the bell. When you are about to start, lower the flag with the bell. After 1 minute, raise the white flag with the bell. The 1 minute after lowering does not have to be exact, but try to be close. It gives the racers the opportunity to get their watches ready and they know to be watching for the beginning of the starting sequence.

Introducing Our Newest Club Member

Recently, the club added new member Mike Maher. Mike resides in Brookfield IL and is used to sailing somewhat larger boats than found on Lake Opeka. He is mooring his Interlake at the lake, and hopefully will be out racing with us soon. The Interlake is 18 feet in length, and the design dates back to 1935, following on the heels of the STAR. For those miscellaneous racers whom may be interested, the default PHRF handicap for an Interlake (INT) is 89.1.

Adopt-a-Boat Update

Several people have expressed interested in adopting the abandoned Park District boats. Club officers are in the process of getting the Park District to take action, so if anyone is still interested, please contact Wayne Rathbun immediately, letting him know which boat you are interested in. Available boats include the orange Rebel, Snipe, Pintail, and Anchor.

Spring 2006 Results

This year's Spring Series was very short, with Rebels choosing to race as Miscellaneous. Results for both 470 and Miscellaneous classes appear below:

470 Fleet (7 races, 1 award)

Place	Skipper/Crew	Points
1	Bill Hanson/Diana Kremen	7.75
2	Dave Janson/Peggy Janson	17.75
3	Joe Stoodley/Theresa Stoodley	21.75
4	Jim Quiniff/Mike Stoodley	26.0

Miscellaneous Fleet (3 races, no awards)

Place	Skipper/Crew	Points
1	Wayne Rathbun	2.25
2	Tom Laskowski	6.0



Brown Hannon Regatta Results

470 Fleet

Place	Skipper	Points
1	Ken Hopson	3.5
2	Bill Hanson/Diana Kremen	4.75
3	Joe Stoodley/Theresa Stoodley	9

Rebel Fleet

Place	Skipper	Points
1	Jim Quiniff	5.5
2	Wayne Rathbun	5.75
3	Phil Faulkner	8
4	John Vanden Brink	10
5	Tom Laskowski	15

470 Spring Invitational Results

Place	Skipper/Crew
1	John Handler/Muyr
2	Ken Hopson/John Washburn
3	John Michaels/Jean Michaels
4	Doug Drake/Cathy Switalski
5	Bill Hanson/Steve Duenser
6	Joe Stoodley/Theresa Stoodley
7	Jim Quiniff/Mike Stoodley
8	Patti McMahon/Sue Reich
9	Dave Janson/Peg Janson

Sail-a-Sailboat Day Cancelled!

This year's Sail-a-Sailboat event was unfortunately cancelled and will not return until 2007. In the early morning the weather looked particularly unpleasant, although by noon the sky had cleared up and wind was nowhere to be found. Thanks to John Ciborowski and everyone who volunteered. Let's hope for better luck next year. On a positive note, the Park District has been running a learn-to-sail program for the first time in several years, which has historically been a good source of new club members.

Chicago Sailing

On a June Saturday, John Ciborowski was nice enough to invite a group of us out sailing on his fractional summer share of a Catalina 27, moored in Monroe Harbor downtown (adjacent to Grant Park). The weather was terrific, although possibly just a bit too windy. After an unplanned return trip to the harbor (via cast iron genoa) to untangle an uncooperative halyard, we finally made it past the outer breakwater and really had that boat moving (at 7–8 knots). The J/105 fleet was running races a couple miles offshore, and we enjoyed front row seats. Thanks John!

