



Creve Coeur Sailing Association

Fair Winds Newsletter

Spring 2023, 4th edition



A Windy Day

From the Editor

All sailors know that wind is what powers a sailboat. But wind can be either a sailor's friend or foe. When is a good time to sail? That usually depends on the sailor and his or her boat. You have probably heard someone say it looks like a good sailing day when in fact it is not. Too little wind can be no fun, while too much wind will make sailing very hard and even dangerous.


The picture above was taken on April 30, our first scheduled race day. The wind mph forecast was in the 20"s with gusts in the 30"s. The race committee made the right decision to cancel races that day. As you can see by the flag and the water there was way too much wind to safely have races. There are many wind forecast apps you can download onto your phone to help determine how the wind will be each day. The more you know about the wind the better your day will be sailing.

AT THE HELM

By Commodore Todd Merrill

Greetings from Windy Saint Louis Missouri!

Mother Nature showed us her might on the April 30 race day with excessive wind and waves. Smarter heads prevailed as the racing was canceled, thank you to those on site for making the right decision. The four races held on the May 7 race day were awesome with great wind and competition. Congrats to all who participated and a big thank you to the volunteers who made it all happen.



We have had great turnouts for boatyard duties so far this year – thank you all very much. “Many hands make for light work”. These morning sessions, held the first Saturday of each sailing month, are a great way to get to know your fellow sailors off the water. If you have a boat (or two) in the yard, please assure your tires are properly inflated, the trailer is in working condition and your boat is stored with a means to self-bail any rainwater. This makes the work of moving the boats about so much easier! Thanks in advance.

As we get into the sailing season, please take the time to assure all safety aspects of boating are considered: proper safety equipment on board, personal floatation devices for each sailor, food and hydration are available, all boat equipment is working properly, etc. Please also pay attention to your fellow sailors, ask questions or try and help out if something does not look right. Let’s all watch out for each other.

Thanks to all who continue to work hard behind the scenes to keep the CCSA season rolling along.

Look forward to seeing you all on the water!

Here are the links for the 2023 membership and boatyard forms

📄 [CCSA Membership 2023 - draft.pdf](#)

📄 [CCSA Boatyard 2023 - draft.pdf](#)

A good day sailing



From Lori Grewe Broeker, vice commodore

Our new app called Sign UP Genius for the race committee has been working great. Most people have gone to our website and selected the link provided to sign up for their race day. It shows them which dates are open and who has already signed up.

For anyone who has been unable to get into the app, I have signed them up using their email address. They are now able to access the app and see their dates.

We still have a few dates with open slots. If you have not signed up for 2 race dates, please login and select your races.

You can click on here to sign up.

<https://www.signupgenius.com/go/10c094ca5ab28a0f4c34-dryrace#/>



Here is our 2023 Race Season Schedule

4 JUN 2023 SAILING RACE DATE #3

11 JUN 2023 SAILING RACE DATE #4

2 JUL 2023 SAILING RACE DATE #5

16 JUL 2023 NAVAL BATTLE

30 JUL 2023 SAILING RACE DATE #6

6 AUG 2023 SAILING RACE DATE #7

20 AUG 2023 CHICKEN RACE followed by PICNIC @ TREMAYNE SHELTER

27 AUG 2023 SAILING RACE DATE #8

10 SEP 2023 SAILING RACE DATE #9

17 SEP 2023 Whale of a Sail/Carlyle Sailing Association (register through CSA)

1 OCT 2023 SAILING RACE DATE #10

15 OCT 2023 SAILING RACE DATE #11

11 NOV 2023 FALL BANQUET





From Bill Kline

Operating the Club Dink

CCSA provides and maintains an inflatable catamaran to be used in support of our sailing activities. From time to time, members may be asked to operate or crew on the support boat to set/retrieve marks or to assist other club members on the lake.

Please note that we avoid calling the boat a “rescue” boat since, with few exceptions, our members are not trained for, nor qualified to perform water rescues. If there is an emergency which requires rescue services - CALL 911 - and let the professionals respond.

Prior to launching the support boat:

Check the hull tubes and floor for adequate pressure. Ignore the pump pressure gauge.

The tubes and floor should be “drum” tight. No need to overinflate. Check to insure that the floor is under the tabs (four each) along the lower inboard hull tubes.

Top up the fuel on the outboard while on the trailer to avoid spills in the lake. The 2.3 HP

outboard is the primary. No need to fuel the backup outboard unless you need to use it.
Install the bench seat in the rear position on the boat.
Place the boat hook in the boat.
Place the club-provided inflatable (red) PFD in the boat.
Launch the support boat between pilings and secure alongside. Mind the depth at the transom.
Mount the outboard, start and test run briefly.
To start the outboard:
Turn the fuel valve on.
Open the vent on the fuel cap.
Pull the choke on.
Check the kill switch is installed.
Crack the throttle open about 1/8 turn to the "start" position.
Pull the starter cord.
Once running, close the choke.
To stop the outboard, press the kill switch button.
When underway, a PFD must be WORN by each person onboard. A kill switch lanyard for the outboard is provided for your safety. Use it.
When setting/retrieving marks, one person is sufficient. When providing assistance to another club member on the lake, two persons are required - operator and crew.
Short-range radios are available in the race committee kit. Personal cell phones may be used.
Avoid running the outboard into shallow water where the prop will be damaged. The outboard shaft can be tilted up in shallow water.
To secure the outboard, close the fuel valve and close the vent cap. Remove the outboard from the boat. If you lay the outboard down, take care to place the control tiller on top so that the outboard rests on the "feet" provided. (This helps keep the oil in the crankcase.)
Prior to securing the boat on the trailer, open the transom drain plugs, then use the "super soaker" provided to hose out the mud and sand. Remove all gear and the seat. Place them in the trailer.
When securing the outboard on the trailer, take care to place the prop between the trailer rails.
Install the gray cover and secure it.
When securing the boat on the trailer, use the bowline to tie down the floor and boat bow ring to the cleat located between the outboards on the front of the trailer box. Use the tie down ratchet straps to secure the boat but DON'T over-tighten the straps as this will pull the tubes down and dislodge the floor from the tabs that you checked when preparing the boat. If the floor gets out from under the tabs, you will need to remove the boat from the trailer, partially deflate the floor to get it back into position, then re-inflate the floor.
Failure to have the floor properly installed and secured will result in the wind getting under the floor while trailering and likely ending up dragging the floor on the pavement.
As in all things, use common sense. If you aren't sure, ask questions. If it doesn't seem safe, don't do it...



Racing Rules of Sailing 2021-2024

The racing rules are updated every four years following the Olympics. Even though the Olympics were not held in 2020, the current edition of the rules were put into effect in January 2021. Most of the changes in the new edition are editorial. There are a few substantive changes, however.

A boat starts or finishes when her HULL crosses the line. No more fuss about bowsprits or spinnakers. Note that spinnakers still can determine an overlap.

“Sail the course” is defined logically as “start, sail the course, finish”.


The rules provide for a “victor” flag signal to indicate that search and rescue operations are in effect. (This is meant to direct participants to listen on a designated radio frequency, so its not applicable to CCSA.)

CCSA has adopted a few changes to the official RRS in deference to our unique sailing venue:

1. We always run “no penalty” starts - thus the Papa flag during the start sequence. This means that a boat which is over early is free to do whatever is needed to get back on the correct side of the line and start. (Either dip the line or go around one of the ends.) Remember, however, that a boat which is over early must keep clear of other boats while getting back to the correct side of the line to start.
2. The “zone” for mark rounding is two - not three - hull lengths.
3. The penalty turn for rule infractions is one 360° turn, including one tack and one jibe (in any order), instead of two turns.

CCSA sailors are reminded that we don't do protests and that all are expected to behave in the spirit of good sportsmanship.

Mark roundings are full of opportunities for good sportsmanship. Leave enough room for an inside overlapped boat. If an outside boat fails to leave enough room for multiple inside overlapped boats, the boat(s) caught in the squeeze are exonerated if they can't provide room for other inside overlapped boat(s). The outside boat is expected to perform a penalty turn.



From Charles Bell


A NEW PHASE OF FLOOD PLAIN DEVELOPMENT INSANITY AT CREVE COEUR LAKE

Maryland Heights has given conditional approval to development plans for an 800 unit residential project and an industrial park for areas north (Golfport) and northwest (Thies Farms) of Creve Coeur Lake Memorial Park.

Unlike the massive in-park St. Louis Ice Center project, ultimately rejected by the Federal Government in 2017, these developments are solely within the Maryland Heights jurisdiction.

Maryland Heights has actively promoted and approved projects in the Howard Bend floodplain, rezoning NU (Non-Urban) farmland to taxable industrial, business and multifamily development in the Howard Bend district. This is all supported by the Army Corps of Engineers who rationalize natural catastrophic flooding as “manageable”. This is all ridiculous, but has the full and manic participation of developers projecting the continued development of 5 million square feet of warehousing in Maryland Heights by the end of 2025.

And, of course, retail, business and multi-unit residential developments are also players in this development area. The north border “Golfport” site of 800 residential units of rezoned NU to MXD (Mixed Development) raises all kinds of concern. Issues of traffic, noise and light pollution, and wind patterns, are real, and will affect the use and enjoyment of Creve Coeur Lake, but offer little opportunity to “push back” Maryland Heights. And while I share some concerns, with other CCSA members, about probable wind alterations; wind patterns, direction and intensity are the most difficult to predict.



Anyone who has sailed on Creve Coeur Lake can testify how “fluky” winds already are on our little horseshoe lake in one of the nation’s largest river valleys.

Flooding, however, is a different issue. The Howard Bend Levee District has been fighting, for years, to make good on an extraordinary effort to convert farmland into taxable development. Even while generating bond issues, tax hikes, lawsuits, losing its bond rating, and bankrupting owners, the District now awaits an additional \$9.5 million dollar pumping station to come on-line, to pump flood water back into the Missouri River. And even while Missouri withdrew TIF (Tax-Increment Financing) from floodplain development last year, it hasn’t stopped the foolish partnership of developers and city politicians from continuing their development insanity.

The St. Louis Chapter of the American Institute of Architects’ position on floodplain development in Howard Bend states “This is a process with no good endgame. Developing floodplains leads to higher levees, higher flood levels and more public funds for flood protection and flood insurance. This is a bad plan for our region.” Accordingly, I have filed a Request for a Public Hearing to the U.S. Army Corps of Engineers to fully address all of the pertaining issues.

And if you are, also, concerned, please speak at Maryland Heights Council meetings and Planning hearings. Organize with others with similar substantive concerns, and with those whose technical abilities and professional knowledge may help halt these foolish projects.



Visit our website

[Creve Coeur Sailing Association: Home](#)

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Chris Linneman editor

Photos provided by John Millaire and Margie Kline

