Creve Coeur Sailing Association

Fair Winds Newsletter

Fall 2026, 17th edition



The 2026 Sailing Season is almost over!

AT THE HELM

By Commodore Dwain Springer.

Commodore's Corner – September 2026

Greetings, everyone, and welcome to Fall! In spite of the meteorologists' worst year of forecasting on record, we've had a lot of good sailing this season. As I write this, three race days remain, twenty-eight races are behind us. The blue fleet has more qualifiers (12 races) than the red fleet but with the three remaining days, I expect that to change. We've had some challenges this year with extra expenses (such as a tree-fell project at the boatyard) and have seen increases in costs for our usual expenses. With that being said, we're still in good shape, running the typical year's debt/income ratio. On the waterfront side, status is quo with the County – lofty goals and ideas meeting budget shortfalls, so I wouldn't expect to see any changes to the CCSA's use of the lake in the near future. We appreciate everyone's help in maintaining the wharf area the best that we can with the circumstances we have. If you see something unsafe, though, please let us know, so we can address it with the County.

We've had slight growth in membership, so if you see new faces, please introduce yourself.

We have had a few technical difficulties in our social media and are working to improve the time-to-publish.

The Annual Meeting is a little over six weeks away at Syberg's in Maryland Heights. Dining cost is expected to be around $30 per person mark (alcohol not included), details still to be finalized and published, save the date, November 14th. At the Annual meeting, we present the racing awards, MVP, and elect your 2027 Officers and Board members. Voting is reserved for active members of the Association but the event is open to members and their guests – so feel free to invite friends. If you are interested in being a Board Member or an Officer, please contact the Nomination Committee or your Board members.

I look forward to seeing everyone at the Annual Meeting! See you there!

Dwain.

Dwain Springer
Commodore, CCSA

NEWSLETTER BITS

By Commodore Dwain Springer.

Race Committee responsibilities

Greetings all – this is a quick recap of the Race Committee responsibilities. Key elements are to support the day's activities, including setting up the staging area and Race Committee area.

The Race Committee serves two purposes, in two major categories – racing and safety. The safety part starts at 12pm and runs until the significant majority of boats have been derigged, usually around the 5pm time-frame if we get three races in or maybe 5:30 if there's four. The safety chains and tapes, traffic cones and the sandwich warning boards should not be taken down until the parking area is mostly clear. This is especially important for the chains restricting access from Marine Drive. Please ensure you're hanging around long enough to allow the boats to be struck down and safety issues resolved. For the racing participants, please respect the situation and execute your derigging processes expeditiously – as a courtesy to the team, try to keep the socialization down until the masts are stowed. Delays in returning to the dock or going for an after-race sail will not provide the safety zones that would be present if the boats was on the trailer immediately after the last race. The racing part of Race committee is a full obligation also. Please stay around on your sign-up day to complete all parts of the Race Committee responsibility. Leaving early causes an undue and unfair

hardship on the rest of the team. It may also be potentially dangerous, especially when there's a lot of weather variance. If you are signed up for your race day, its your responsibility to find an alternate if you are unable to attend on the days you picked at the beginning of the year.

Thanks for your understanding.
Dwain Springer, Commodore CCSA 2026

2027 Board of Directors and Officers

Greetings – as this newsletter goes to print, we're in the closing days of the season and the Annual Meeting is just around the corner. We're seeking new Officers (Commodore, Vice Commodore) and Board members. If you're interested in being part of the team guiding the CCSA or want to have an active voice in the course the CCSA sails, how about dropping your name into the hat? The Board meets virtually once a month for about an hour. You should be an active member of the CCSA or in an active support role. Reach out to your Board members as soon as possible – but do not post on the Google groups, for privacy reasons. You can reach me at fordeedogs@gmail.com

2026 Annual Meeting and Awards Ceremony

The Annual Meeting is November 14th at Sybergs in Maryland Heights. Price still to be finalized but the price is expected to be $30 per person with the CCSA subsidizing the balance. From an "eats" perspective, it's a great deal. If you are expecting to attend, go ahead and pencil in that date – details will follow. The Annual Meeting is the time and location where we reward the participants for racing, identify the CCSA MVP and elect the Officers and Board members. The Annual Meeting is open to anyone (voting limited to active members) so feel free to invite guests. Stay tuned for the final details.



The 2026 Board of the Creve Coeur Sailing Association Invites You to the Annual Awards and Installation Banquet

Saturday 14 November 2026

Syberg's Restaurant

2430 Old Dorsett Road (corner of 270 and Dorsett Road)

Cash Bar @ 5:30

Buffet Dinner @ 6:00

Roast Top Round of Beef, Hand Carved Breast of Chicken in White Wine Sauce
Crab Stuffed Filet of Sole, Pasta Con Broccoli
Au Gratin Potatoes, Green Beans Almandine
Syberg's House Salad Dessert, Iced Tea and Coffee

This annual celebration of CCSA sailors, members, families and friends features Syberg's classic menu, sailing awards, special entertainment and the election of CCSA Officers and Board Members for 2027. All skippers qualified in at least 12 races will each receive a commemorative CCSA etched glass tumbler!

Please fill out this form and mail with your check made out to CCSA **or use VENMO**.
Please respond promptly, as we need a reliable count in advance of the banquet.

✂- -

Name (Please Print) ____

Number of Adults ________ @ $30 each = __________ **or $31 each with VENMO @CCSASailing**

Number of Children ________ @ $16 each = __________ **or $17 each with VENMO @CCSASailing**
(under 5 years, no charge)

Total # Attending ________

Mail to:
Greg Marston, CCSA Treasurer
813 White Horse Lane
O'Fallon, IL 62269

From Lori Grewe, Vice Commodore

Thanks to all who volunteered this season and used the SignUpGenius this year. Very smooth process!
https://www.signupgenius.com/go/10C094CA5AB28A0F4C34-62067869-dryrace#/

From Greg Marston, Treasurer

As of 9/27/2026, we have 45 paid memberships and 45 paid boat storage fees.

Membership and storage fees are due. If you need to pay your fees, you can pay via Venmo to @CCSASailing (please add a 2% convenience fee) or mail a check to:

Greg Marston, CCSA Treasurer

813 White Horse Lane

O'Fallon, IL 62269

2026 Sailing Calendar and Events

CREVE COEUR SAILING ASSOCIATION
ASSOCIATION EVENTS 2026

26	JAN	MON	BOARD MEETING
7	**FEB**	**SAT**	**WINTER SOCIAL 5:00 @ Concordia Lutheran Church, Kirkwood**
23	FEB	MON	BOARD MEETING
23	MAR	MON	BOARD MEETING
27	APR	MON	BOARD MEETING
2	MAY	SAT	BOATYARD
3	**MAY**	**SUN**	**SAILING DATE #1**
17	**MAY**	**SUN**	**SAILING DATE #2**
26	MAY	TUE	BOARD MEETING
31	**MAY**	**SUN**	**SAILING DATE #3**
6	JUN	SAT	BOATYARD
14	**JUN**	**SUN**	**SAILING DATE #4**
22	JUN	MON	BOARD MEETING
11	JUL	SAT	BOATYARD
12	**JUL**	**SUN**	**SAILING DATE #5**
26	**JUL**	**SUN**	**SAILING DATE #6**
27	JUL	MON	BOARD MEETING
1	AUG	SAT	BOATYARD
9	**AUG**	**SUN**	**SAILING DATE #7**
23	**AUG**	**SUN**	**SAILING DATE #8**
24	AUG	MON	BOARD MEETING
30	**AUG**	**SUN**	**SAILING DATE #9**
5	SEP	SAT	BOATYARD
20	**SEP**	**SUN**	**SAILING DATE #10**
28	SEP	MON	BOARD MEETING
3	OCT	SAT	BOATYARD
4	**OCT**	**SUN**	**SAILING DATE #11**
18	**OCT**	**SUN**	**SAILING DATE #12**
26	OCT	MON	BOARD MEETING
14	**NOV**	**SAT**	**ANNUAL AWARDS BANQUET & ASSOCIATION MEETING**

2026 SAILING ASSOCIATION CALENDAR.3.wpd



From Bill Kline, Rules Expert/Advisor

The Day the Music Died

Psychologists tell us that certain events leave a marker in our memory. Most “boomers” remember where they were on the day that JFK was assassinated. Rock and rollers can recall the day that Buddy Holly, Ritchie Valens, and The Big Bopper perished in a plane crash - memorialized by Don McLean’s popular song “American Pie”. Likewise, sailors in the USA mark 26 September 1983 as the day that the longest winning streak in sports history (132 years) came to an end. Off the coast of Rhode Island, John Bertrand sailing Australia II defeated Dennis Conner in Liberty to claim the America’s Cup.

It was a hard-fought race series that, for the first time, came down to the final race in the best of seven races. Conner had built a commanding 3-1 lead partly due to gear problems on the Aussie boat early in the series. But in race #5, Liberty blew out a jumper stay in heavy wind conditions. The American boat was favored in heavier air and could have wrapped things up, but luck was not on their side. Australia II was the faster boat in light to moderate winds and featured a controversial winged keel - less drag with better lift. Bertrand went on to win three straight, finishing by overtaking Conner on the final run of race #7 in dying wind conditions. An era had Ended.

Mr. Conner would not go quietly into the halls of infamy, however. He put together a syndicate of backers based out of the San Diego Yacht Club (his home club) to mount a challenge. Note that the New York Yacht Club was not to be involved. The boats built for the challenge were named Stars & Stripes. Sailing off the coast of Fremantle in January - February 1987, Stars & Stripes swept the series in four races, defeating Kookabura III skippered by Ian Murray. Dennis Conner thus became the only man to both lose and win the America’s Cup.

The 1987 cup series was also significant because it was the last time that the venerable 12-meter boats would be used. The next year, a surprise challenge came from New Zealand banker Michael Fay who announced his intention to sail a much larger boat of 27 meters at the waterline. Conner wanted to sail in 12-meter boats since he had a proven winning design and there was insufficient time to design/build a larger boat, but the Kiwis went to court and their challenge was ruled valid. The defenders responded with a 60' wing sail catamaran also named Stars& Stripes. The challenger sailed a 120' monohull - KZ-1 - with a crew of 40! Conner defeated the KZ-1 handily. Only two races were sailed before the challenger withdrew. The Kiwis went back to court, complaining that the racing was “unfair”, but did not prevail. A new era of multi-hull competition had begun.

“The boats will be very big, very radical, and very controversial. The contest will not be a sailboat race. It will be a design lottery in which the sailors will have little or nothing to do with the outcome. In one word, the 1988 America’s Cup challenge will be bizarre.”

That was the assessment of Dennis Conner in an interview in 1987. The facts would prove him right and the victory of his catamaran against the huge monohull remains the most incongruous America’s Cup.

Please send feedback, suggestions, gripes, comments or articles for future publication to: sailorboy59@gmail.com Todd Merrill (rookie) editor

Photos from John Millaire and Gina Simon and Margie - Thank you so much!

