

December

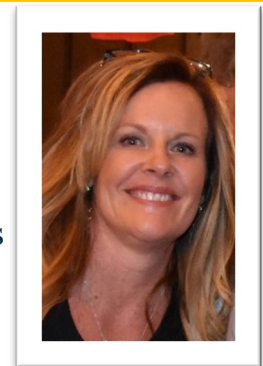


2020

## CARTER LAKE SAILING CLUB NEWS

### FROM THE HELM

*Dawn Robinson, Commodore*



As 2020 draws to end, thankfully we can look forward to a more promising sailing season in 2021. Let's hope we can get some of the regular races back on the schedule as well as potlucks.

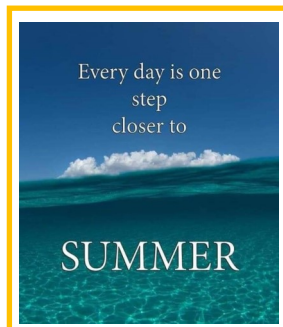
My goal for the next year is to clarify volunteer hours. First, the hours will go back to 24 for 2021 if you are a slip holder. We need to discuss what this will look like in the near future. I will keep you posted.

Now that the website is running well, I would like to see more club documents on the website for people to view. I think we have a great start with the bylaws, rules and regs and meeting minutes in place already. The eboard will be discussing adding the financials to the website as well.

I recommend coming to the eboard meetings as often as you can. I will be having another Zoom meeting for the next eboard meeting. I will send out the zoom info to join a few days prior. I will also send out the agenda. The agenda coming up is already full, however, please let me know if there is something you would like to add as an agenda item for future meetings.

*Have a great holiday season!*

*Dawn*



*Enjoy a peek at this season and prior "normal years" at <https://sailcarter.org/2020-slideshow/>*



## CARTER LAKE SAILING CLUB NEWS

### MEMBERSHIP

*Jan Poulsen*

Reminder that Membership Applications are now being accepted for 2021. Returning slip holders: **Please submit your \$100 deposit by January 31 to retain your slip.** A new application with signed liability waiver is required with your deposit. My address is on the form or email to [kenjan9@msn.com](mailto:kenjan9@msn.com)  
Thanks!



### SOCIAL

*Andrea Mann*

Well, obviously there isn't much to report. I'm looking forward to at least a little more socialization next summer as we work our way through this pandemic. In the meantime, stay safe and see you in the spring!



### RACE COMMITTEE

*John Heer*

Well, a very short, but pleasant none-the-less racing season was successfully completed. I was gratified by the enthusiasm shown by participants.

I was even happier at the number of new and potential new members interested in our racing program. Such an unfortunate concurrence of interest, and constraints on group events. Let's all hope for the

development and deployment of an effective vaccine before next season. New Covid-19 cases in Larimer county have simply exploded in the past 2 weeks. Next season's plans hang in the balance.

So sad we couldn't have a normal season, but I've no regrets about practicing an abundance of caution.

John Heer, Race Committee Chair



## CARTER LAKE SAILING CLUB NEWS

### CONGRATULATIONS TO THE WINNERS!

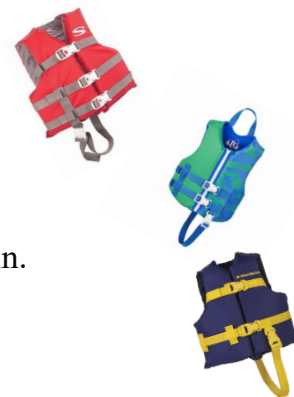
Annually, the CLSC recognizes individuals who have exhibited specific qualities and exceptional service to the club, over an above, throughout the sailing season.

So this year was additionally challenged with COVID. Social events were very difficult for our social chair, who found alternate ways to keep us all connected, uplifted and to provide some really fun events for all to enjoy. Amidst social distancing, we were able to enjoy Pizza Day, Ice Cream Sandwich Day, a combo Irish-Italian social, and our social chair's relentless optimism all season! The **Spirit Award** was announced during our virtual annual membership meeting. Congratulations to very deserving **Andrea Mann** for giving us all some truly enjoyable moments!

Our website as well as internet access on site has been a tremendous challenge in many ways! Then appears a newer member with exceptional skills dealing with everything web-related, as well as being so accessible, responsive and helpful with his "can do" attitude. He found a path forward for our website and provided his expertise toward enhanced internet at the clubhouse, for campsites and access even down at the docks. The **Commodore Award** was announced during the virtual annual membership meeting. Congratulations to **Mark Kressin**! Well-deserved!

### KNOW COLORADO'S LIFE JACKET REGS\* FOR CHILDREN

What age must wear PFD: Age 12 and under.  
Vessel Length: All lengths.  
When PFD Must be Worn: While aboard recreational vessels underway.  
Exceptions: If child is below deck or in an enclosed cabin.  
Approved PFD Styles: USCG approved Type I, II, or III PFD.



\* Please refer to Colorado State Statute 33-13-106 (4.5)



## CARTER LAKE SAILING CLUB NEWS

### DOCK MEISTER

*Bill Fritz*

Well the docks are out, but the work isn't finished. We had a good and smooth dock take out this fall. Although we had less people than usual, we still got the task completed. We had no injuries, and very few hiccups to slow the process. One of the things we did learn was having better communication between the docks, trucks and stackers. I greatly appreciate all the support we received to get prepared to get the docks out and to get them out and put away for the winter. Now on to the fun stuff!! REPAIRS and MAINTENANCE!

There are several repairs that will be required this year, reinforcing the main section of the south docks, replacing a cable on the north docks, securing the chains on some of the weights. Hopefully, the budget will allow us to replace the winch stands on the courtesy docks as well.

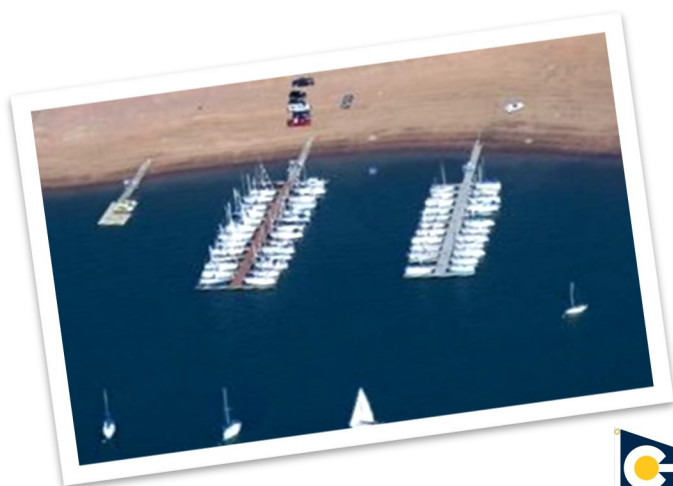
For maintenance, we will also be addressing some wheel stability issues for the first section of all 3 docks. We lost 5 tires this year, a new record. My goal is no wheels left behind next year.

We are having a workday on November 14<sup>th</sup> at 9 am to start some of the work preparing the docks for reinforcing. In January thru March, as the water comes up, we will have weekend opportunities to pull the courtesy dock in to shore. If ice gets formed around it on the shore side, the ice flow can pull the courtesy docks out, weights and all. This is a proactive measure and becomes dangerous if it gets pulled out, because we need to retrieve it during the spring when there is still ice on the lake and before any rescue boats are available.

We will also have several work days to reassemble some of the dock decking once all the work is completed.

**Dock put in is scheduled for March 20<sup>th</sup> and an alternate day of March 27<sup>th</sup>.**

Thanks again, Bill



## CARTER LAKE SAILING CLUB NEWS

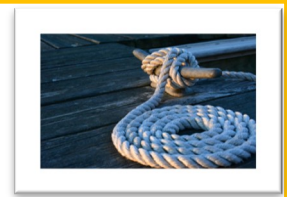
### HOW IS YOUR DOCK LINE ETIQUETTE?

**Bow Lines:** Bow lines stop the bow of a boat from moving side to side. A bow line also keeps a boat from drifting away when tied alongside, such as when you're tied off to a bulkhead or pier.

**Breast Lines:** Breast lines are used to keep a boat from moving away from a pier, or to make it easier when pulling the boat closer for easier boarding.

**Spring Lines:** Spring lines keep a boat from moving forward or aft. Generally only two of these lines are required, but as many as four are sometimes used, depending on the situation.

**Stern Lines:** Stern lines prevent the stern of a boat from moving side to side or when tying up alongside a bulkhead or pier, a stern line keeps a boat from drifting away from the dock.



### JUNIOR SAILING

*Jeremiah Sailer*

I wanted to let everyone know that I am planning to have a BIG program next year 2021. We will have our camp on 2 weekends in a row in July, as well as a planned Sunday for a Jr. Racing Regatta. We are trying to get 2 new boats added to our fleet this spring and are looking for ways to add to our funds for future events and equipment. We will keep you posted on those events throughout the next few months.





## CARTER LAKE SAILING CLUB NEWS

### JUNIOR SAILING

*Jeremiah Sailer*

*...Continued*

I want to thank all our volunteers for their time this year putting in hours before we were cancelled from Covid.



I am proud of our team this year and the vision that we will put into action and have already begun to be ready for these kids to learn Sailing, small boat handling, knots, racing, working and crewing with friends, safety, etc. and pride in the new skills they will be developing.

I am very excited to put this camp on and work with the team and our club to invest in our future sailors. Each year is better than the last and I want to have an impact on these kids so they can have the confidence and memories to inspire them to always want to sail!

*Here is Jeremiah in 1998 - Dinghy sailor extraordinaire!*

### CREW NOTES

Members caught sailing through the BVIs in early 2020.



*Chuck takes the helm*



*The crew: Jessica and Bill Fritz, Melissa and Chuck Crowley, Bev and Steve Johnson*



## CARTER LAKE SAILING CLUB NEWS

### LIFETIME MEMBERSHIP AWARD

*Jackie & Mike Gurley, Historians*

The Carter Lake Sailing Club has a special award that has only been presented three times in its 67-year history—the Lifetime Membership, “granted to individuals who by virtue of their distinguished devotion and service have influenced the development of the CLSC.”

Don Waldburger, long-time member, was presented with a Lifetime Membership at the Fall meeting on November 14, 2020.

Don and Maggie joined the CLSC in 1980 with their Clipper 21, and within two years he was the Race Chairman for the Cruiser fleet. By 1984, he was Vice Commodore. The 25<sup>th</sup> Annual Regatta he hosted was the largest Regatta ever held at the CLSC. He served as Commodore in both 1985 and 86 through an unsettled transition time, as the Bureau of Reclamation and Larimer County were requiring the CLSC move from 50 moorings to 50 slips on a short timeline.



After extensive negotiation with the County, Don signed the Lease that allowed a more gradual move to slips by 1989. He arranged the purchase of the first set of slips and helped build the remaining slips in the ensuing years. He continued to serve on the CLSC’s Larimer County Ad Hoc Committee, fostering positive and productive communication as the slip conversions progressed.

In 1989, Don purchased the Marina. While the Club contracted with him for slip maintenance, he remained a club member in the years since, participating in club activities and racing in Regattas, always a force to be reckoned with on *Gusto II*.

Behind the scenes, Don has supported the club in numerous ways. With “eyes on the lake,” he monitored boats, docks, and the Clubhouse area, notifying members of any problems or concerns. His close rapport with the County has continued through the years, allowing him to advocate for the CLSC and helping him provide the County’s perspective for the Club to consider. The CLSC continues to benefit from Don’s exemplary contributions, devotion, service, and influence.

In addition to recognizing Don’s forty-year membership in the CLSC, this Lifetime Membership also celebrates his upcoming retirement from the Marina. Congratulations, Don, and we look forward to seeing you now recreating at the lake, perhaps in the Cape Dory teaching your grandkids how to sail!



## CARTER LAKE SAILING CLUB NEWS

### Carter Lake Sailing Club: Sailing Through Sixty-Seven Years

#### The Waterfront: From Moorings to Slips

In the August 2020 Log, the evolution of the Clubhouse over the years was detailed in classic pictures and notes from early Club members. But what of the docks and slips? How did the Club's waterfront facilities evolve from the day-sailing recorded in September 1954, to the 50-slip configuration of 2020? From the archives of Club Logs and communications, a timeline of waterfront development can be followed through three stages:

1955-1976: Moorings for All

1977-1985: The Required Move to Slips

1986- 1992: Into the Future

#### MOORINGS FOR ALL

When the intrepid sailors first started sailing on Carter Lake in the fall of 1954, they reported "no dock, plenty of mud," obviously referring to the rustic conditions they endured to get their sailboats into the water. In 1955, each boat owner had an option to provide and install their own mooring ball. The Club built a dock and had a donated dinghy to get sailors out to their boats. Boats listed in the club were small: Finns, El Toros, Stars, Crescents, Lightnings, Scows, Cougars and Catamarans.



Work Day July 1964

Having boats on moorings proved to be challenging. In 1963, the club experienced a windstorm seen in Picture 1. Notice the wind line, the heeling and capsized boats. This picture also shows the docks, painted green, and the dingy boats.

Of course, dock facilities required work hours from club members. In Picture 2, we can see the 1964 method of putting in the docks. In the background, the first dock and moored boats can be seen. The Club was limited to 35 moorings on the lake at this time, but in 1976, the number was increased to 50.

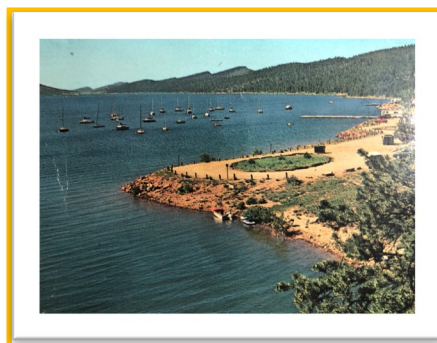




## CARTER LAKE SAILING CLUB NEWS

### THE REQUIRED MOVE TO SLIPS

The Club's renewed lease with Larimer County in 1976 first indicated that the Club would be required to move from moorings to slips. Mention of the impending move to docks came in Commodore Kurt Plache's Log note: "It appears the Federal Government will be insisting on the use of boat slips sometime in the future to save on mooring space." Taken from County Rd. 31 around 1980, Picture 3 shows what the moorings field looked like.



In 1982, a Club task force studying slip development reported to the membership: "We are required by the Bureau of Reclamation (through the Larimer County Commissioners) to replace all of our moorings with slips by 1986. We are expected to provide two slip docks, each connecting to the shore on one end. We may place locked gates on the slips. The reason given is that our (50) moorings take up too much of the lake area. Apparently, it is felt that the CLSC is unfairly privileged over members of the general Public."

Commodore Phil Goedert formalized the Club's strong objections to this dock and slip requirement in a 1984 letter to the Bureau of Reclamation and Larimer County Parks. Club objections fell into two categories:

- **Physical Restrictions of Docks:** Proposed dock area is unsheltered, water level of the lake fluctuates, sailboats without auxiliary power would be difficult to dock, and slips would require a breakwater which would actually increase the space taken up by the Sail Club.
- **Economic Considerations:** As a non-profit, low-budget club, Carter Lake Sailing Club is unable to access financing from commercial lenders which would require bonds, the docks would provide access to boats and increase the possibility of vandalism, and establishments at Horsetooth and the Carter Lake Marina were both allowed to install 60% slips and 40% moorings to accommodate sailing craft as well as power boats instead of being required to transition to all slips the first year.

After much negotiation with Larimer County, Commodore Don Waldburger signed a lease renewal in 1986 that graduated the transition from moorings to slips, from 10 slips and 40 moorings in 1986 to 30 slips and 20 moorings in 1987, ending with 50 slips and no moorings in 1988. The Club planned to sell bonds for the purchase and/or construction of slips.

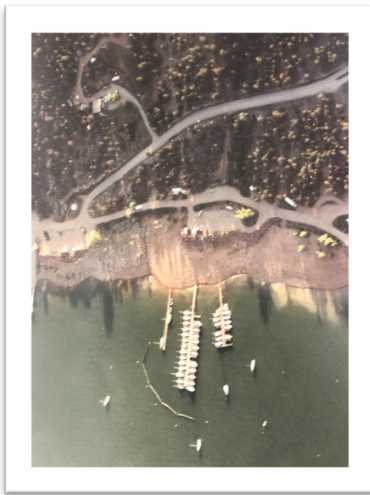


## CARTER LAKE SAILING CLUB NEWS

### INTO THE FUTURE

In February 1986, Don Waldburger informed the membership that the first bond of \$6,000 was to be used to purchase 16 slips from Horsetooth Reservoir and build a breakwater. The remaining 34 anchorages were in moorings.

Interestingly, Log reports indicate that the docks were left in the lake over the winter. Linda Frome, Commodore in 1987, commented that the “Lake iced up for only 10-14 days. The slips did drag the shore anchors, but it looks like they survived their first winter on Carter Lake.” Log records are incomplete and don’t indicate when the procedure was changed to remove the docks each year.



1988 had the Club floating another bond for \$22,500 to allow the club to build 16 more slips. The slips were very popular and a wait list for members was formed. Scott Williams, Commodore in 1989 wrote in the May Log: “When you round the Southeast end of the lake, it sure is a warm and welcome sight to see the slips, mooring balls, docks and boats. For the most part, the workdays were smoothly. What would a workday be if we didn’t run the boom truck out of gas and need to siphon some to keep the work moving? We had a fantastic turnout and were able to get almost all the work done in three days.” Eight more slips were built in 1990 without a bond, and the cost required the postponement of Clubhouse renovations. Picture 4, taken at the 1990 Regatta, shows the growing dock configuration.

A third bond in the amount of \$46,000 was used to complete 24 slips during the 1991-92 winter. Paul Kresge, Commodore, reported that the membership felt “we need to replace the existing wooden slips and add the total number of slips to remain in compliance with our lease and the federal requirements to eliminate all moorings. The membership feels that this should be done at one time rather than spread out over several years.” Picture 5 shows the 50 slips in 1992. Fortunately, every year is not a low water year!

The Club now had a complete set of 50 slips allowed by every Lease since 1976. As with the maintenance of Clubhouse facilities, members stand on the shoulders of hundreds of Club members as they continue to maintain, improve and replace dock facilities as needed.



*Jackie and Michael Gurley, Club Historians*



## CARTER LAKE SAILING CLUB NEWS

The Captain and First Mate were snug as could be  
having just settled themselves from a long day at sea.

When up on the deck there arose such a clatter  
they sprang up from their berth to see what was the matter.

Their wandering eyes simply could not stop staring  
as they saw a small dinghy pulled by eight great blue herons.

As they watched in amazement, it all happened so fast,  
Captain Claus was descending down the sailboat's tall mast.

He was dressed all in white, with some nautical trim  
and his crisp captain's hat very much suited him.  
He was crusty and windswept, a right craggy old tar,  
And they knew his eight herons had taken him far.

He jumped in the dinghy and the herons they knew,  
so they sprang from the boat and away they all flew.

Captain Claus was heard as the herons took flight  
"Fair winds, following seas, and to all a good night"

*An adaptation (by the editor) of Pamela Brown's 2019 poem*



*Enjoy the holidays, and smooth sailing into 2021!*

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