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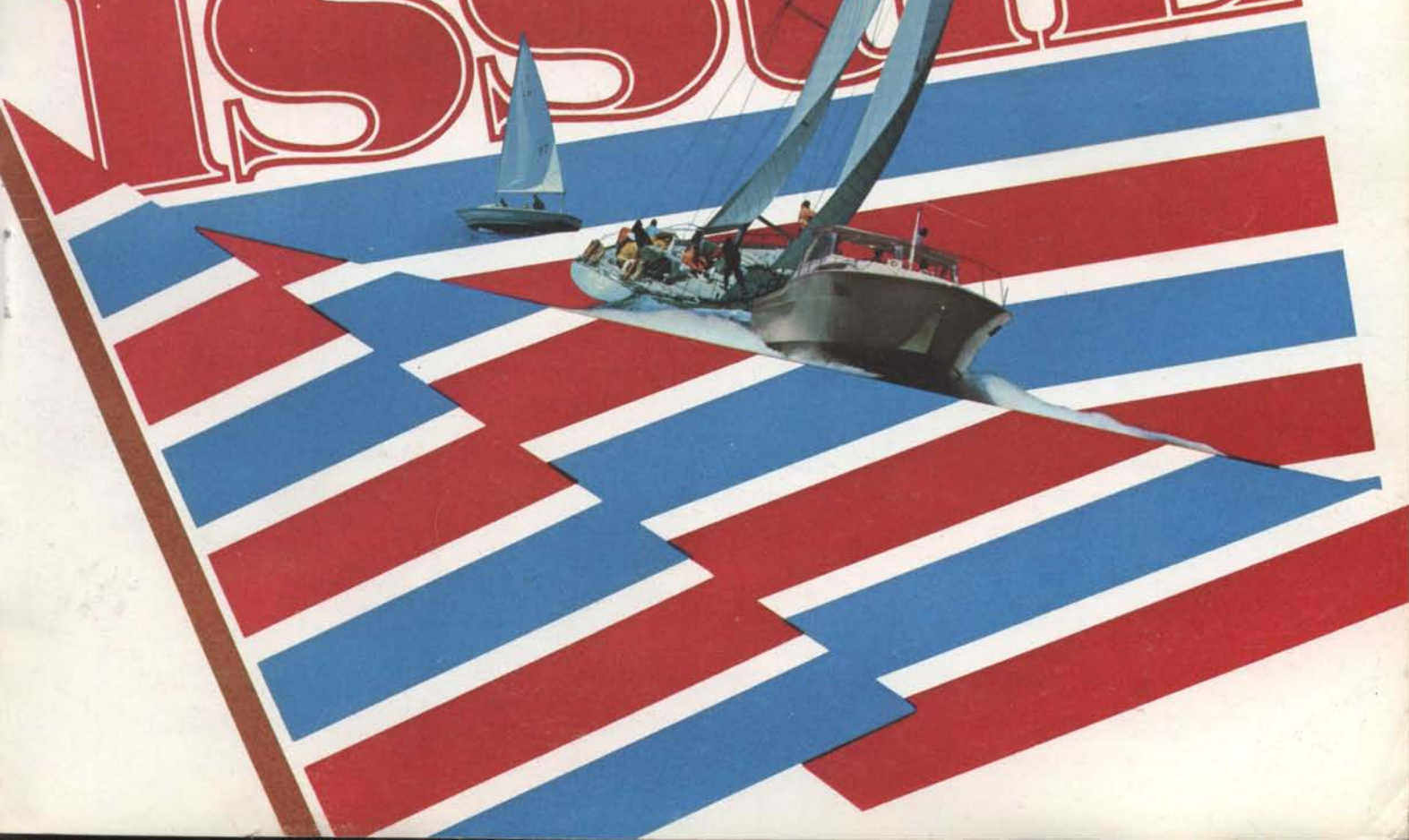
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Yachting

SAIL and POWER

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ISSUE



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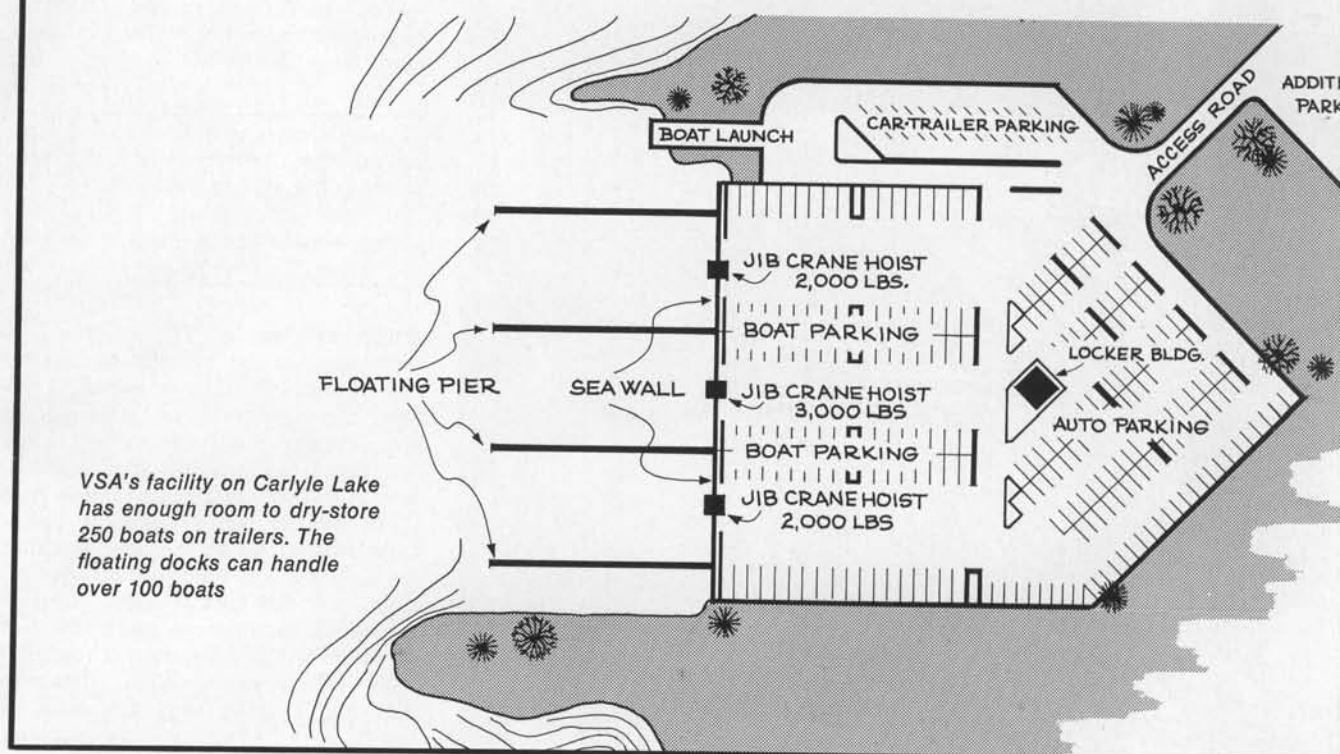
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They Got Their Marina

The experience of Valley Sailing Association may help others who want to establish facilities in new bodies of water

By GLENN S. HENSLEY



IN 1964 THE Valley Sailing Association of St. Louis, Mo., realized that at the rate their 90-boat fleet was expanding the club would soon outgrow its three-acre marina. The organization's board of directors quickly determined that the association could either attempt to locate on a larger harbor on the Mississippi River or it could seek the authority to establish a marina on a nearby man-made lake that was still under construction.

The group decided to locate on what was to be known as Carlyle Lake, a 26,000-acre flood control project on the Kaskaskia River in Illinois. Because of this decision, the club has gained the knowledge of how to work successfully with governmental agencies to build a marina on state-owned land.

As a sailing instructor might tell his student, "Follow me through as we come about at this next buoy." It will help you to follow VSA through its long campaign to get a base of operations on Carlyle Lake. The first step in starting a project such as this is to contact the government agency controlling the impoundment you have in mind. This same agency usually controls the shoreline, too. In

the case of Carlyle Lake, it was the U.S. Army Corps of Engineers. Back in 1965, a committee of Valley Sailing Association members met with authorities in the Corps' St. Louis district office to see what could be done.

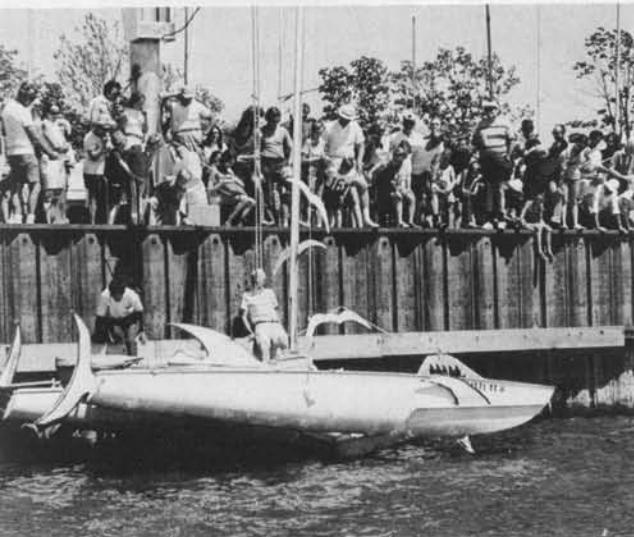
"The Corps told us," said VSA's board chairman Walter Morgan, "that the lake was public property and that no individual or group could be given special and private access points." Corps officers explained government policy provided that they could only work through legally-negotiated concession leases on sites specifically provided for in the impoundment's basic plan. The officials suggested that VSA contact the Illinois Department of Conservation to discuss the project as a sizeable section of the lake's west shoreline was to be utilized as a state park and would be under that department's administration. From the start, there seemed to be a possibility that VSA might work with the park authorities to arrive at a mutually agreeable plan for establishing a sailing marina. Any plan arrived at, though, would necessarily have to meet the Corps of Engineers' requirements.

"It's highly important," Morgan says, "that any govern-



Photos by the author

The Valley Sailing Association worked with the U.S. Corps of Engineers and the Illinois Dept. of Conservation to bring about the creation of the public marina. It is located on a 26,000-acre flood control project



was also a cleared area, flat enough to provide adequate boat storage on trailers plus space for parking cars.

"We also noted that storage space and sites for permanent structures could be located on ground high enough so that there would be no flooding at full reservoir stages," Morgan said. He cautioned that this feature is of utmost importance in selecting a potential site on any flood-control lake.

After the inspection, Valley Sailing Association offered to check the suitability of the locations more completely by making a survey of the site. Engineering-oriented members produced a professionally drawn plot plan for submission to the state park administrators. "At that stage," Morgan said, "the plans were somewhat conceptual in nature and did require the benefit of further thinking by professional park authorities. However, we did try to put into our plans much of what we had learned from managing a sailboat facility and from running a sailing program for the previous 12 years."

VSA pointed out that a combination sailboat and powerboat marina was not to be desired. This was agreed to by the governmental officials because of the differing requirements of the two kinds of boating.

If you are anticipating the presentation of a similar plan for a government impoundment, consider including these items: (1) Detail the desired marina design, including necessary excavation and earth moving. (2) Describe pier and seawall construction required. (3) Indicate sites for launching hoists, launching ramps and areas for auto and boat parking. (4) Indicate service facilities desired, including rest rooms and equipment storage. (5) Describe shelters for refuge from inclement weather. (6) Locate a sail folding and drying area. (7) Give a projection showing your estimate for possible physical and financial expansion of the operation in future years.

In addition to the presentation of plans for the proposed
(Continued on page 344)

mental agency with whom you expect to work be informed about your club's operations, finances, and activities." VSA's correspondence clearly spelled out the fact that the club was a not-for-profit, Illinois corporation, established for the purpose of promoting sailing and water safety. VSA's main point was that it had the management skills to operate a first-class sailing facility, something few other potential concessionaires in the area could offer.

The sailing association's proposal ultimately received favorable attention from the department. Officials there suggested two possible sites for location of a sailing harbor. It July 1966, VSA's board of directors gathered at the proposed (and unflooded) site to conduct their own inspection and one of the two locations was ideal.

Recalling that day, Walter Morgan said, "We could visualize a fine, small harbor with docks, ramps and hoist locations, all on a cove opening directly to the main body of the lake. There were no bluffs, hills or even tall trees to cause wind turbulence and the harbor had good shoreline features to allow rapid launching from trailers at a ramp or by crane as required." Morgan said that there

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table and it converts to a 57"x78" double berth. A wardrobe is located forward and a curtain and wood closure converts the dinette to a stateroom. An option is to omit the dinette and have a fully enclosed stateroom in its place, an upper berth being installed across the after bulkhead and a lower to port.

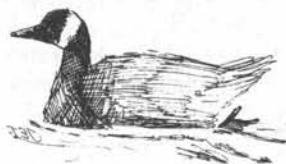
Forward of the dinette is a small utility room for stowing all the odds and ends that never seem to have a place. It contains a combination workbench-vanity that is surrounded by lockers and shelves. The guest cabin and head in the bow remain essentially the same as in the sport fisherman.

Standard power for the Motor Yacht is GM 8V-71N diesels, which would enable her to reach a speed of 23 m.p.h. She, too, has 620-gal. fuel capacity, and it would give her a range of 450 miles. Optional power is a pair of GM 8V-71T diesels, which would up the speed to 26 m.p.h., and Bertram expects to offer twin gas turbines as an additional option at a later date.

The Motor Yacht was not ready at this writing, but Bertram has signalled that she will be unmatched in luxury for her length. A long list of preliminary specifications seems to point in that direction, but if the Convertible/Sport Fisherman can be taken as a jumping-off point, it will surely be so.

JACK SMITH

For further information, please write to Bertram Yacht Corp., 3663 N.W. 21st St., Miami, Fla. 33142



THEY GOT THEIR MARINA

(Continued from page 119)

marina, VSA conducted a continuing public relations program. It was designed to help state officials learn more about sailing and related management problems. They were invited to participate in races and to experience the relaxation of day sailing from the old VSA harbor on the Mississippi River navigation pool. The space limitations there and problems with sailing amid towboat traffic could not escape the notice of VSA's guests. The support of various state and national legislators for the project was solicited and obtained, all of which helped to move a step closer to the desired end result.

The slow pace with which the VSA project moved could not all be attributed to governmental agency thoroughness in studying details. Actual construction of the dam for Carlyle Lake was experiencing numerous delays, so completion and lake-filling dates were changed many times.

In the meantime, negotiations were proceeding among the three interested parties—VSA, the Illinois Conservation Department and the U.S. Corps of Engineers—to thresh out an agreement acceptable to all three. However, when the Corps studied its copy of the proposal, the plan literally exploded. Corps officials said that the conditions of the agreement were not acceptable because, "Valley Sailing Association would be operating largely in its own interest rather than in that of the general public."

The Engineers then suggested that VSA operate as a "third party concessionaire" under a sublease agreement with the Illinois Department of Conservation. Under such a sublease, all facilities offered must be available to the sailing public with no discrimination of any group or individual. The clause of the required lease that caused

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the club anxiety stated that there could be no fenced or protected storage area for boats on trailers or for club-owned maintenance equipment. The entire facility would have to—quite literally—be open to the public.

A few months later State Conservation Department personnel, working to prepare a draft of a proposed lease under which VSA might operate, requested that the sailing association prepare an estimated budget for a season's operation on Carlyle Lake. The items VSA included may help you determine what your own budget should contain. A preliminary, all-season parking and docking fee was determined; also an "additional boat" fee was set and a daily use fee established. The income budget includes the anticipated fees for approximately 100 boats, potential regatta income, plus miscellaneous daily user fees and locker rentals.

The original budget showed a total first-year expected income of \$17,000. Against this, budgeted expenses included costs for a newsletter, secretarial and bookkeeping services, roster publication, electric power, telephone service, insurance, committee boat operation, race committee expenses, grounds and harbor maintenance, depreciation, salary for a harbormaster-watchman, and payment to the state based on a percentage of the gross rental income for the first year.

Construction of the harbor went slowly, but as 1971 rolled around, earth-moving machines and pavers moved onto the site and raced to meet a May 16, 1971, grand-opening deadline. With the Illinois Department of Conservation needling the contractor to "get moving," final details of the parking lot, launching facilities and area lighting were completed. On May 16, 1971, the dream that had begun back in 1965 was formally dedicated.

There are no members, as such, using the facilities at Carlyle. Instead, any person who wants to use the facility can do so by paying the fees established. Anyone can come in to watch races or look the place over at no charge. All visitors, however, must register at the harbormaster's office.

VSA is authorized to charge a fee for the use of lockers, docks, and dry storage. VSA is further authorized to hold regattas and to charge entrance fees for sailboats participating in them.

The club, then, is a third-party concessionaire with a lease from the state. The Illinois Park Department has asphalted a parking lot large enough to dry-store 250 boats on trailers and has provided a visitors' parking lot, and a sailors' parking lot with curbing and lighting. The state also provided the grading, dredging, and seawall work for the harbor. Full, modern sanitary facilities will ultimately be provided by the state, but the harbor area was opened this year with temporary toilets on the site. Water is piped in and is available at several outlets.

VSA, as the concessionaire, has provided 600 lineal feet of floating docks (member-designed and constructed), three electric hoists, a flagpole, and tent-type temporary shelters. One trailer launching ramp is provided by the state as part of the seawall construction.

Despite the seemingly endless months of waiting for the project to become a reality, it now stands as an example of how dedicated yachtsmen can work "within the system" to bring into being a public facility of which the entire Midwest can be proud. It is also an example of how government agencies such as the U.S. Corps of Engineers and the Illinois Department of Conservation can cooperate with citizens to achieve maximum recreational utility from a government, multi-use impoundment.



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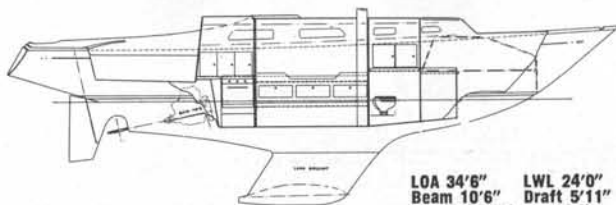
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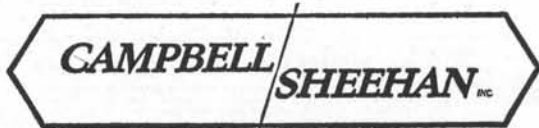
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