

The Lifted Tack

WEBSITE: <http://home.hiwaay.net/mssc/>
WebMaster: Charlie Anding

APRIL 10, 2005

Commodore
Joel VerPlank
766-3652

1st Vice Commodore
(Clubhouse)
Ron Brown
718-3756

2nd Vice Commodore
(Land)
John Glasscock
710-1960

3rd Vice-Commodore
(Docks & Racks)
Don Von Tress
931-724-2418

Secretary
(Memberships, etc.)
Willson Jenkins
766-4634

Treasurer
(\$)
Andy Keenum
766-9301

Sail Master
(Training/Sail Camp/
Slips)
Rick McAdams
767-6610

Fleet Captain
(Racing)
Byron Jamerson
383-0520

Recreation Officer
(Socials)
Tony Smith
272-0787

Newsletter Editor
Bob Parrish
740-0131

A Message From the Commodore

We are off to a good start in 2005. With some spring weather finally coming our way, members are sailing their boats again. You will notice the results of a very successful "Workday" as you make the descent onto MSSC property. Thanks to our Vice Commodores and members who worked so hard to make that day a success.

I encourage all members to promote our club to people who have an interest in sailing. Introduce yourself to people who you do not recognize. They may be new members or people who have found our facility and are interested in membership. Your friendliness can affect retention and expansion of our membership.

I would like to remind members that their non-member guests are more than welcome at our facilities but they must be accompanied by their member host. Membership applications are available on the bulletin board. We have one of the most beautiful locations in North Alabama at a bargain price.

Joel VerPlank, Commodore

What's Included Inside . . .

Page 2—A Challenge from the Commodore by Willson Jenkins.

Page 2—Treasurer's Report by Andy Keenum

Page 3—Report on The Commodore's Regatta by Joel

Page 3—Report on March 19th Workday by John Glasscock

Page 4—Sailmaster's Report by Rick McAdams

Page 4-6—First Installment of a Report on Flying Scot Midwinter Nationals by Willson Jenkins

Page 7—Report on Spring Races by Byron Jamerson

Page 7—Announcement of Special Event

Page 8—Notes & Asides from the Editor/Publisher

Commodore's Challenge!!

Our Commodore, Joel VerPlank has informed me that if two more members of the club will buy a *Flying Scot*, he will too. This would bring the total number of *Scot* skippers to five. To help establish a fleet, I'm going to buy a new boat this summer and leave my older boat semi rigged at the club and allow interested parties a chance to sail a *Scot* before making a decision. I will also consider selling my boat only to a MSSC member. It would be great to establish a *Scot* class at MSSC. Both Privateer in Chattanooga and Birmingham Sailing Club on Lake Martin have *Scot* Fleets that will allow them or us to travel and have significant regional, one design competition.

You can get a used *Scot* in good condition without the need for significant upgrades in a price range from about \$4k to 7k. Price will depend on the age of the boat (this factor is probably overrated), hull condition, number of sails, and equipment geared for racing. Competition for a good, used boat is high. Most boats sell through advertisement through the class web site. See, www.fssa.com

There are probably 20+ boats listed on the class web page but when you call the owners you will find that they have sold it and for some reason never take it off the listing. It's not uncommon to sell a boat after listing it within a day or two. Just ask Bill Connell from Wheeler who went to see a boat in B'ham that had been listed the day before only to find out when he got there the owner had sold it. If you want a boat, make the commitment. Too much negotiation over price or I want to "think about it" will cost you the boat in a hurry. I had to drive to Ohio to get mine and beat a guy from New York. Tony had to ask Tom Clark of Privateer to sell his boat after a several other boats that were advertised as "for sale", actually had sold. This also means that if you should have to sell your boat, the market will have to meet your price provided it's reasonable.

I'll be happy to assist any member interested in looking through the classifieds for a *Scot* and you will not need a big truck to tow it home either.

Willson Jenkins

Treasurer's Report

March has been a good month for the club. Member dues have been steadily coming in even with my slow start getting the invoices mailed. Over half the membership has paid in a very brief period, and I expect the balance to continue to come in. We've had two resignations, but one new member family. There have been several prospects look at the club in recent days, and we anticipate their applications. Expenditures have been within budget and well utilized; just look at the grounds and entryway. Reimbursements and vendor invoices have been paid and are in the mail. April is shaping up nicely, and I look forward to seeing you on the water.

Andy Keenum, 4/9/05

MSSC

Schedule

###

April 23rd

Horace Bramm

Cup

Willson Jenkins

Tony Smith

Jamie Lynch

###

May 7th

Al Sellers

Memorial

Dam Race

Horace Holland

Jane and

Barbara Glenn

###

May 14-15

DIYRA

Regatta at

Brown's Creek

###

May 21st

Spring Race 4

Gar Bouse

Glenn Miller

###

May 28-29

Confederate

Admirals

Regatta

Steve Blazier

Frank McCollum

Barbara

McCollum

Karen

McCullough

Commodore's Regatta: Gar Wins the Race, We All Won the Party!

The first day of the Commodore's Regatta was greeted by ferocious winds. We waited until 2 P.M. for the winds to subside. We still had gusts up to 30. Gar Bouse and Jan Bijvoet decided to go out and have a duel. Gar finished about 1½ minutes ahead of Jan but they had a good race and were both grateful to return to the club without equipment failures.

By Sunday morning the winds were blowing at the forecast 10 – 15. Smaller boats came out in every class. Rick McAdams raced his O'Day 27 for the first time and almost beat Bob Bucher. Horace Holland came out in his Ultimate 20 to challenge the two Saturday racers with spinnakers. Bill Parkhurst and Larry Gautney came out in their S2 6.9 to challenge Rick. Willson Jenkins and Tony Smith came out in Tony's Flying Scot with full crew.

Everyone had a great time at our Saturday night party. Tony Smith and crew put out some great food and steaks grilled on those new grills from "The Grilling Room". The band started early and played late. Willson had been out on the lake taking pictures of Gar and Jan and projected them onto a screen for all to enjoy. You could really see how challenging the lake was. The turnout was great and we all enjoyed seeing old and new sailing friends again.

Race results:

Spinnaker: 1. Gar Bouse, Olson 25; 2. Jan Bijvoet, X-99 ;3. Horace Holland, Ultimate 20

Non-Spinnaker: 1. Bill Parkhurst, S2 6.9; 2. Rick McAdams, O'Day 27

Dinghy: 1. Willson Jenkins, Flying Scot; 2. Bob Bucher, Day Sailer

Joel VerPlank, 4/8/05

Workday a Success!!!

It is great to be in a club that gives us all an opportunity to serve. March 19 was such an occasion. We gathered together to accomplish a few tasks and grow our friendships. The day was rainy but by the end of the day our spirits were lifted. Cathy Bucher made some great chow with some help from Sharman Gillingham and it was enjoyed by the hungry workers.

Ron Brown (1st Vice Commodore, Clubhouse) coordinated the task around the clubhouse and we now have less clutter between the galley and the storage shed. Rick McAdams (Sail Master) headed cleanup around the trailers and was ready to scrap any trailer not identified by an owner. Richard Gillingham (thanks Richard for working ahead of workday by stacking and burning driftwood) and Willson Jenkins worked to remove floating logs around the dock. Joel VerPlank (Commodore) cleaned up trash in the slough and used the committee boat to pull some logs out of the dock area. Bob Parrish and I had an idea, with some help from Byron Jamerson, to fill the ditch in the drive. We realized that Horace Holland's idea to ask the backhoe operator working next door to make a real ditch, correct the drive's grade, and put on 2 loads of gravel was the way to go. The board had a quick meeting and decided that we should pay to correct the drive and now all who have low ground clearance sports cars can enjoy driving to the club and sailing their boats. Bob Stagg and Randy Stout were also helping where extra hands made the work lighter.

Thanks to you all for your sacrifice of time to make our club a nicer place to assemble. To those who were unable to be in attendance, we sadly missed the opportunity to share a day with you on the land.

John Glasscock

2nd Vice Commodore (Land) 4/9/05

NOTES FROM THE SAILMASTER

Thanks to all who have helped in identifying the boats and trailers in the dry storage area. Trailer 40 featured on our Web Page has been identified as Tom Cromer's disaster trailer. Something about coming off the hitch and careening back down the ramp and onto the floating dock. Ask Tom for the whole story. I will petition the Board to declare it abandoned and removed at the next Board meeting.

There are still seven trailers that no one has claimed. They are numbered 28, 31, 33, 34, 35, 36, 38, and 39. All are parked along the east property line. Photographs of 35 and 36 will be posted on our web page shortly. Richard Walker sent notice that one of these belongs to him, but I haven't been out to the club to determine which one,

Two Lasers in the racks are still without owners. West rack space G Blue hull and east rack space 10 blue hull named Rosanante. I've been told that the east rack space 3 blue hull Laser belongs to Sally Howard and Ancel Sherrard, but this has not been confirmed.

On another note, sign ups for the Sailing Seminar are beginning to trickle in. So far four people have sent in their applications and another four have expressed an interest. The club boats need to be cleaned and repaired sometime in the next six weeks and I will need help. Please contact me if you are interested in helping so we can schedule a workday.

Rick McAdams

ONE DESIGN RACING AND THE FLYING SCOT MIDWINTER CHAMPIONSHIP

(the first installment of a Saga by Willson Jenkins, ed.)

Nolan Richards wrote an excellent article in last month's *Lifted Tack*, wondering "out loud" about what has happened to our racing program over the last decade and then offered a few suggestions about how to improve interest and attendance. One of his suggestions was that a good racing program needed a class of boats that were actively raced and promoted by a national class organization. He also suggested that it was incumbent upon those of us who traveled to our "national" or "regional" events to report back to the club to let others know what was going on "out there" and that they too could join in on the fun. I decided to take up "Nolan's call" and write an account of the Jenkins' (along with Rex Crawford) most recent trip to the Flying Scot Midwinter Championship held at the St. Petersburg, Fl. during the first full week in March 2005.

First, a few words about the Flying Scot. Sandy Douglass designed the Flying Scot in 1957 as an alternative to the Lightning, the dominant family 19-foot day sailer at that time. Douglass had previously designed the Thistle and Highlander both fast, one-design boats. Douglass reportedly viewed the large spinnaker of the Lightning versus its relatively small jib and main as potentially limiting factors for family day sailing/racing. Douglass, in his new boat wanted to try to strike a balance between a smaller jib and main with the much large spinnaker so the Scot comes with a slightly larger jib and main and a much smaller spinnaker. On the Scot, the sails appear more "proportional" to each other in part by allowing the spinnaker to be flown as a fractional rig at 3/4s of the mast height. The Scot would also be built with a new material, fiberglass.

Douglass' simple sail plan and rigging including a prohibition against hiking straps allowing "older" Scot sailors (lots of 70+ people who are very good) to sail at the top of the class long after they would have dropped out competition in other classes. Sandy hoped that he would be able to sell at least

hundred boats.

His design fared much better than expected. Over 5,500 boats have been built since the original, and the Scot is actively manufactured and supported by its builder. The Scot is the official club racer of the GYA. This year US Sailing, our national organization, will use the Scot as the official race boat for the Mallory, Adams and Championship of Champions Cups.

The Flying Scot Association holds numerous districts, regional and national events. Three of my favorites are the Midwinter's, Wife/Husband Championship and National Championship. This year would be the Jenkins' second trip to a Midwinter's event. Last year, Tony Smith, with no designated crew joined us with his boat in Panama City to race. He "picked-up" two innocent souls while there the serve as crew. This year Tony couldn't join us since all of his experienced employees at the Mailing Room had left. He has promised to return in 2006.

The warn-up races: Rex Crawford and I decided to first take the boat down early to the Midwinter warm-ups to be held at the Davis Island Yacht Club in the northern part of Tampa Bay. Bonnie would fly in later to join us on Sunday. Rex and I left for Tampa early Friday morning, took the interstate from B'ham to Atlanta and then turned south. It took us 9.5 hours to make the drive to Tampa from B'ham. The interstate was the way to go. We saw a one-vehicle wreck just south of Atlanta. It was an omen for things to come.

Davis Island is located in the northern part of Tampa Bay and just to the south of the city itself. This made for impressive racing with a large metropolitan city in the background. 24 Scots attended the warn-ups. Four races were planned for Saturday and two on Sunday. Fireballs, Front Runners, Raiders, Moths, and International 110's joined the Scots. Davis Island had just completed a restoration of its clubhouse facilities, which could serve as a model for what MSSC could do. Its simple two-story rectangle design with a panoramic veranda was breath taking as well as functional. They didn't over do it, yet it was impressive because they used their second story as a meeting and dining area. With only one wall on the top floor and the rest glass, it gave everybody a great view of the water and racecourse.

On Saturday the winds came out of the north in oscillating shifts. I noticed that the wind was dying at the start of the first race but that the pressure was rebuilding back to the right. We started at the committee boat end on starboard in great position and tacked back immediately to the right. We wanted that "rightie". When we reached the new wind, we sailed in the lifted breeze until a header appeared, then tacked back and crossed most of the fleet. Approaching the 1st mark, we were in good shape, about 8th and close to the leaders when a boat slightly ahead and to leeward of us decided he could not make the mark on starboard. At about one boat length from the mark he decides to tack back to port. I cannot believe it. I'm stunned. He yells back at me, "please don't hit me." My only thought was, "where do you want it?"

We try to evade the port tackler by ducking to stern, but there's no way. We get him good, on the aft quarter; knocking the skipper, who was sitting to leeward, into the water. The collision knocks our boat below the mark, and we are forced to jibe back and try to re-round the mark behind several starboard-tacking boats. It's a mess. We do, and go left. I call for a windward spinnaker launch. It was a disaster. I think we were still left confused by the incident at the mark. We fail to get the spinnaker up in a timely manner and once we do, the halyard comes lose; and we end up dumping it into the water, where it acts like a big brake. We never recover and finish in the bottom third of the fleet.

Oh well, it's the first race. We had a great windward leg, and it's the "warm-ups."

In the second race we choose a mid line start since neither side was favored, and we wanted clear air and options after the gun. With about 45 seconds to go, we made our move up into position. However, two boats are running the line on starboard and we are on the same tack but well leeward. We start coming up looking to make a hole. The conversation starts flowing between the middle boat and us, but neither of them appears to respond by heading up. We get closer. We yell more. The boat in the middle yells at the windward boat, that is now clearly over the line but doesn't want to move up any more. They collide and then the middle boat bumps back into me with his boom touching my windward stanchion. We protest. He yells back, "do a 360". We don't because we aren't over early.

The jam up has left us in a mess, as we have no clear air and cannot tack. Everybody rolls over us and only then can we tack under. Then our halyard on our main comes lose from the gearbox and drops the main. What next? We fight our way back from last to finish third from the end, only to find out we will have to defend this sorry position in a protest hearing later that night. It's only been two races and we have had two collisions, two halyards to come lose and one protest hearing to attend, and the first day is not even half over.

The third race was uneventful. I told Rex I would "hang back" a little and not be so aggressive at the start since it was just the warm-ups. What was I thinking? Well, that strategy lasted only one race, as we got killed. The fourth race we got back into the racing mode. A great lee bow maneuver at the start gave us room to drive off into, and get the boat up to speed. We crossed most of the fleet in good shape heading for the windward mark.. Then the centerboard cleat failed and pulled out. This was not good, so I decided to retire and fix the problem while it was still daylight. That night we decided to leave the boat pulled up on the beach since the first race the next day was at 9 am. Someone told us the tide only went up and down about a foot.

What were we thinking? Well, that night we had a great dinner at the club, won the protest hearing, had several drinks and retired. We awoke early and returned to the club to find the boat high and dry, about 12 feet from the nearest water. We quickly learned that two men cannot push an 850 pound boat on sand, and we couldn't wait for high tide. Nor was I about to ask for help, given that we didn't want to advertise that we were out of town lake sailors. So we turned the boat in circles, lots of circles, 30 minutes of circles, making progress of about one half to a foot per turn toward the water. Finally we made it to the water but our troubles were not over. We couldn't get out under sail because the wind was on the nose and there was insufficient room to tack back and forth. Rex eventually had to paddle us out; he was mad, I was mad. But it's just the "warm-ups" I thought.

Races 5 and 6 were run in about 10 knots from the west. It looked like lake conditions but we couldn't master it. Our boat speed was poor and our tactics and strategy couldn't make up for it. We would vow to do better at St. Pete. It was time pack up and pick up Bonnie at the airport and get to the show.

(to be concluded in the next issue of The Lifted Tack)

The Sky is Falling!! No... That's the Rig!!

Spring Race Report

The first spring race day was beautiful with winds 15 to 18 out of the West. We had a grand total of 2, count 'em 2 boats show up to race. The RC set a starting line and used the green can as the windward mark and the red nun as the leeward.

Chris McGraw put on an impressive display in his Ultimate 20, finishing the course in 47 minutes. Rick McAdams was on the last windward leg in his O'Day 27 when his upper shroud pulled loose from the spreader. He tacked over to the other side and the other shroud promptly popped out of the spreader on that side too. He had to abandon the race to save his rig.

With racing finished, Chris decided to enjoy the nice wind. Nolan even got a turn at the helm of the U20, which was a sight to see. They were cruising along with the spinnaker up when the pin on the jib furler popped out and the jib flew out in front of the boat. The crew reported that they had plenty of time to ponder their situation before the rig came down, but the outcome was unavoidable. The RC responded but only had to stand by, as the crew was able to retrieve the rig and motor in unassisted. Thankfully, there were no injuries.

Spring race 2 was a casual event with an only slightly improved total of 3 boats. This may have been due to a weather forecast calling for thunderstorms all day, but it ended up being a gorgeous afternoon. One very casual race was sailed in light winds with Horace Holland placing first, Rick McAdams second, and Bill Parkhurst third.

Come on out for the rest of the series! To our newer members, club races are very low-key and are an excellent way to improve your sailing skills.

Byron Jamerson
Fleet Captain

Special Event

The Board of Governors has approved a request from Bob and Audrey Parrish to reserve the clubhouse for a dinner party on Saturday, May 14th from 5pm to 9 or 10pm.

This does not mean that club members are barred from use of the facilities during this time; only that the Special Event takes precedence in the kitchen and dining room.

The Lifted Tack

MUSCLE SHOALS SAILING CLUB
c/o 3271 Old Chisholm Rd, # 1116 C
Florence, AL 35630-1028

ADDRESS CORRECTION REQUESTED



THE LIFTED TACK

Notes and Asides from the Editor/Publisher:

First, an update on the Honor Roll of those who have volunteered to receive *The Lifted Tack* electronically thus saving trees, storage space, copying charges, postage cost, and labor:

| | | | | | |
|--------------|----------------|----------------|-------------|---------------|---------------|
| Gar Bouse | Charlie Anding | Horace Holland | Tom Brown | Tom Cromer | Bill Campbell |
| Bob Parrish | Jeff Compton | John Glasscock | Tommy Glenn | Bob Stagg | Joel VerPlank |
| Glenn Miller | Joyce Sellers | Les Snider | Ernie Fite | Larry Gautney | Paul Jacobs |
| Andy Keenum | Bill Parkhurst | | | | |

Any member who would like to join this group can email: rmparrish3@yahoo.com

Remember, we are not talking about sending the newsletter directly to you by email, but sending you an email notice that the latest issue has been posted on the club's website where you can view it immediately, download/copy parts of it, and always know exactly where to find it throughout the year. Furthermore, The Board recognizes that some members have particular reasons for continuing to receive a copy of the newsletter by snail mail, and their requests will be honored..

Second, a welcome our newest authors of articles. Their contributions are what will make this newsletter both interesting and informative. Keep up the good work!

Third, a reminder to check the calendar on page two to be sure your own personal calendars have been marked with club events highlighted.