

The Lifted Tack

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

JULY 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

My congratulations to Rick McAdams for putting together an extremely successful sailing seminar. He renamed the event, which used to be called "Sail Camp". Then he wrote articles and was interviewed by the *Times Daily*. He brought in over 20 adults who were all very eager students. We are all looking forward to sailing with prospective members who have completed the seminar. Thanks, also, to all the club members who taught classes, helped with food and on-water exercises.

A concept for a new clubhouse is being put together by Calvin Durham. Calvin is an architect and has a great deal of experience in dealing with non-profit groups. Once we have a concept in hand, the Board will call a membership meeting to discuss what is presented. If the response by our membership is positive, we will call a later meeting for a vote to proceed to the next step.

The excitement is building at the club about our future. New members are coming in to rejuvenate the membership with youth. Older members are needed for their advice and participation in our social events. Our next big event is the Vice Commodore's Regatta, which is scheduled for August 27, and 28. We should have more information for you by then.

Joel

What's Included Inside . . .

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Flying Scot Fleet Doubles in Size

Byron has just informed me that he has purchased Flying Scot # 4019 and will take delivery of her in about in mid to late July. Congratulations Byron! Our Scot fleet at MSSC has doubled in size in the last month as Bonnie and I just took delivery of a brand new navy with red stripe Scot, # 5639. It's looks wonderful. We will christen her *Knot Guilty*. That brings the total to four Scots at MSSC but we have only three skippers. We only need one more person to commit to buying a Scot and then our Commodore has agreed to do the same. We will be applying for "Fleet Status" with the Flying Scot Association in the near future so that we can hold class recognized regattas at MSSC.

If you have ever considered one-design racing with a total crew of only 2 or 3, in an easy-to-trailer dinghy with excellent class support and lots of regional and national races, the Scot may be the boat for you and now is the time to get in on the action. Bonnie and I just got back from the Wife/Husband Scot Championship held on Chesapeake Bay near Annapolis, Md and I'm off with Rex Crawford to sail in the Nationals near Houston at the end of the month. And we have other races to attend in B'ham and on the Gulf Coast this fall. Please consider joining Bonnie, Tony, Byron and myself and eventually Joel in racing and sailing this easy-to-sail, easy-to-trailer boat. Consider this your personal invitation. Call or drop me an e-mail if you have questions.rwjenkins@comcast.net

Willson Jenkins

Lets Go Sailing in July and August When It's Hot!

By Willson Jenkins

Lets go sailing this summer, when it's hot. You know at least 95 degrees and a high-pressure dome is dominating the weather over the South. I guarantee it will blow at least 10mph. You think I'm kidding, right? Well, I would be if we went during the day but I'm talking about going at night, the witching hour and beyond.

Most Valley veterans know that hot, humid weather will soon settle into the Tennessee Valley and with the lack of a passing front means little or no wind during the day for most of the summer. In fact neither MSSC nor Wheeler have any races scheduled during these months. Occasionally, there will be a day or two of breeze but it's not predictable and most people figure it's just too hot to sail in the 5 mph stuff. So I tend to fish, others play golf; do yard work or just stay inside. But what about sailing in the heat of the summer? It's just not done, right? About 9 years ago, I finally figured it out. You sail at night and there is breeze, often times in excess of 10 mph and its wonderful!

(continued on page 5)

MSSC
Schedule

Aug 27,th, 28th

Vice-

Commodore's

Regatta

Ron Brown

Bob Bucher

Betsy Kerl

Sue VerPlank

Sept 10th

Fall Series #1

Charlie Anding

H. Holland

N. Richards

Sept 17th, 18th

T.V.C.C.

Wheeler

Oct 1st

Fall Series #2

H. Holland

Tommy Glenn-

Hayden Glenn

Sailing Seminar Report

The MSSC 2005 Sailing Seminar had 28 people enrolled and 24 attended all four days. They came from as far south as Birmingham and as far north as Murfreesboro TN. Eight were from the Huntsville area and the rest from the Shoals. I stopped taking applications after reaching 28 and had at least six names on a stand by list. Seventeen members of the club helped on one or both weekends. We rarely had more than three students on a boat and many times it was one-on-one instruction. The MSSC 2005 Sailing Seminar was a success because of the support of the club members. Thank you one and all.

The first morning started with a parking lot demonstration by Nolan Richards. He named the different parts of the sailboat and their function. Next the students were assigned skippers and they learned how he rigged his boat. Then it was out on the lake to be introduced to the joys and challenges of sailing for the rest of the morning. The weather was cloudy with a light drizzle, winds were 12 to 15 knots with gusts 18 to 20. It made for some exciting sailing. The students seem to enjoy the experience even if everyone was very wet by lunchtime.

During lunch, Horace Holland taught some basic knot-tying skills. After lunch we had a discussion on wind directions and how the sails work. We thought the students would understand the theory better if they had a little sailing experience first. The skippers then took the students back out to put the theory of sail trim and tiller handling to practical use. They practiced for the rest of the afternoon.

Sunday arrived along with tropical storm Arlene and a power outage at the club. After a brief consultation with the Commodore we decided to hold classes despite the weather. The morning was filled with classroom instruction on safety and the different points of sail. Willson Jenkins rigged his *Flying Scot* on the trailer and with Don Von Tress revolving the trailer around, demonstrated the different points of sailing. Nolan Richards instructed the students on proper sail trim for each point. Willson even demonstrated a hard jibe. The practice session scheduled for the afternoon was cancelled because of the weather.

Next Saturday was perfect weather for sailing. Eighty-five degrees with winds 9 to 12 knots. Willson gave a slide presentation on capsize recovery and talked about man overboard procedures. Then it was back on the water to practice sailing around a triangular course. The students practiced tacking, jibing and sail trim. Horace Holland decided his students should learn by their mistakes and found himself untangling his bulb keel from the leeward mark's anchor line on several occasions. You could see their affection for that mark growing with each encounter. After lunch, Glenn Miller gave a capsize recovery demonstration. Thanks ,Glenn. The skippers then took the students out on the lake for more hands on practice. You learn by doing.

Sunday Willson talked a little about the rules of the road and racing rules. Bob Parrish held a brief skippers meeting and we had a practice race on a triangular course. The winds were very light to nonexistent and the race took the rest of the morning. Nolan Richards and his crew, Rick and Teresa Milberger, won the race due in part to a great start. Which Nolan admits was an accident as he missed the skippers meeting and didn't know the starting sequence.

Lunch was a six-foot sandwich donated by Subway, Thanks Subway. After lunch the students were given an oral exam. Correct answers won the students a Sailing Camp tee shirt. Certificates of accomplishment were handed out and the rest of the afternoon was devoted to recreational sailing. Several brave students took the club Sunfishes out and others went out again with their skippers

All the participants I talked to said they learned a lot and really enjoyed the experience. Several told me that our club was the only place to take a sailing course in the area.

Again a big thanks to all the club members and students who made the 2005 Sailing Seminar a success. I had a great time, introducing people to my sport, making new friends and sailing for four days. Well, actually three. Arlene blew us off the water the first Sunday.

Looking forward to doing it again next year.

Rick the Sail Master

Confederate Admiral's Regatta

The 44th annual Confederate Admiral's Regatta took place on May 28 & 29, 2005. What a beautiful day- clear with a few clouds, no rain in sight. I just hope the wind blows! Just before 1100, our artillery crew broke the silence with a cannon shot. Believe it or not, by the time we started the skipper's meeting, the wind was blowing! After the RC information and a short history lesson concerning the 1st Confederate Naval Jack flag that we use, we took turns firing the cannon and then headed to the boats.

Races started at about 1300 and lasted till the postpone flag went up. Amid shifty winds the RC persevered and actually pulled off two races on Saturday. Asked for comments about what the RC crew saw of the races, the most notorious was of Tony Smith trying to do an Amy Vanderbilt start, but didn't get the stern of his boat back through the starting line. There seemed to be a confrontation between Gar and Horace, but nobody will admit to what happened! No protests were filed in any case. I was rescued from the rigors of racing by a cell phone call from the band telling us of their arrival. I gladly left the racecourse and picked up the band members for a sailboat ride. Unfortunately, there just wasn't much wind, so we headed back for them to get set up (and to tap the keg).

The band "Ménage" started playing about 1700 with a rendition of "Take me back to Tulsa", which made me feel good! After playing for about an hour, we all stopped for dinner. This year's feast consisted of home-cooked shrimp and "fixins". The keg had been tapped as soon as we came in, so the crowd was starting to loosen up. We listened to wonderful music till about 2030, when the band had to pack up and head back to Ashville, NC.

Sunday, we had a little more wind and were able to complete two races. Lunch for Sunday consisted of whatever scraps of food were left over from Saturday. We accomplished several things this year: First, we had a great time. Second, about 74 dinners were sold on Saturday night. Third, only 14 boats registered. Fourth, we had no leftovers. Fifth, the keg was empty. Sixth, we fielded all classes; so all trophies were given out. Seventh, we had no protests or "events". Last, but not least, everyone asked if we could bring the band back next year!

This year's participants were: Tom Brown, Morgan 22; Hayden Glenn, San Juan 24; Bob Bucher, Clipper 23; Steve Blazier, J-30; Yves Morissette, J-80; Jan Bijvoet, X-99; Paul Wunsch, Capri 30; Hal Noble, Beneteau 235; Russ Kerl, Pearson Ensign; Gar Bouse, Olson 25; Horace Holland, Ultimate 20; Tommy Glenn, Thistle; Willson Jenkins, Flying Scot; Tony Smith, Flying Scot. If you didn't see your name here, it means you need to participate in 2006.

Somewhere between the clubhouse and my house I misplaced the race results; so I had to reconstruct them from memory. Here is what I think the trophy list is:

Spinnaker Class, 1st Place Russ Kerl, Pearson Ensign, 2nd Place Gar Bouse, Olson 25, 3rd Place, Horace Holland, Ultimate 20.

Non-Spinnaker Class; 1st Place Hayden Glenn, San Juan 24; 2nd Place, Yves Morissette, J-80; 3rd Place, Hal Noble, Beneteau 235.

Dinghy Class: First Place; Tommy Glenn, Thistle; Second Place, Willson Jenkins, Flying Scot; Third Place, Tony Smith, Flying Scot.

This year's regatta was brought to you by: Steve Blazier, Coordinator; Don McCullough and Frank McCollum, Race Committee; Karen McCullough and Barbara McCollum, Food Committee; Jane Glenn, Chief Mom and registration hostess; Wayne Jaynes, Joe Wheeler Flying Artillery; Allison King, Sara McDonald, Mary Ellen Bush of the band M n ge (www.themenage.com).

Thanks to all contestants and everybody that came to the regatta!

Steve Blazier,

Let's Go Sailing. . . (continued from page 2)

When I first told the McAdams family about this at the Horace Bramm Regatta they looked puzzled. Wind at night? Turns out that they are from the Seattle area and night sailing in 50-degree water is not common. So I explained and told them what to look for. Without becoming super meteorological, which I couldn't anyway, basically it's a sea breeze in reverse. Most sailors know that the land heats up and cools much more rapidly than water. In fact, the Tennessee River may only warm up or cool down a degree or two during any 24-hour cycle. A sea breeze by contrast is the rapid warming or heating up of the land next to a body of water, which in turn causes the air over the land to rise. As the land heats up and the air rises, the air over the water moves in to fill the void; hence a current of air develops into what we all know as a breeze. I'm told that it takes at least a 5-degree temperature difference between the water temperature and the land to facilitate a sea breeze. But Florence and the surrounding area are not located near the ocean so it's more of a land breeze. But what happens at night?

During the months of July and August the water temperature on both Wilson and Wheeler lakes will reach into the high 80's and the land will heat up rapidly during the day often with an air temperature climbing the mid- 90's. After the sun goes down, the land cools while the water temperature remains constant and thus the air current is reversed or it may in actuality develop. This night breeze will only appear on the water and near the shore. If you're a mile or so from the lake, you will never know that there is a breeze blowing on the water, often over 10 mph. This probably explains why most people don't know about night breezes.

One hint of the presence of night breeze can be found on a tall building with a flagpole near the water. One of my favorite indicators is the flagpole atop of the SunTrust bank building in downtown Florence. It's several hundred feet in the air and if it's flying it provides an excellent indicator that there is a night breeze present. Another indicator is the smoke stacks above International Paper. If the smoke coming from the stacks is flat or being pushed over, it's going to blow.

So what makes the best conditions for summer night sailing? First you want hot weather, all day and little or no breeze. If there is a significant breeze during the day then this breeze will generally have to die first before the night breeze can develop. In practice, the night breeze will be either delayed or fail to materialize because it can't overcome the day breeze. Thus, the hotter and stiller it is, the more the land will heat up and more it will cool off without a blocking force. Look for those hot, humid, 90-degree plus days with only a 20% chance of rain and make a date with gal and go. If it

rains late in the day, it will generally kill the night breeze because the land will have cooled off already. Remember, its got to be hot and little or no wind for the land to really heat up and then cool rapidly at night in relationship to the temperature of the water. Fortunately or unfortunately depending on your viewpoint, this happens at lot during the summer

The breeze will start at around 5 mph at around 8:30 to 9 pm. By 10pm it should be blowing between 8 to 10 mph. The breeze may further strengthen or it may hold steady at around 10. On several occasions I have sailed to 2am, on weekends or holidays of course. Two years ago, on the 4th of July holiday, Bonnie and I along with out of town relatives sailed from Joe Wheeler to the Elk River and back in about 4 hours. It blew about 15 mph that night. Of course that was just the warm up to Ralph Thornton, Bill Connell and I sailing to 2 am again several weeks later. We ran out of “refreshments” and the ability to stay awake so we had to quit; otherwise we could have sailed to dawn.

One thing we have done particularly well at Wheeler is to raft up and anchor with several other boats. We cook dinner, some swim and then at about 10:30 pm, one boat leaves the group and takes all the folks interested for a night sail. Needless to say, your running lights need to be in working order, a battery devoted to just power and the ability to look for and identify barges at night. A barge will shine a light on you but it’s better to have an idea what they look like at night to avoid any problems. A full moon is great but not necessary. I also leave a cabin light on to help provide an outline of the boat so that the bass boats can easily tell where we are.

So the next time you’re bemoaning the lack of wind during the summer, consider a night sail. It’s one of the best reasons to own a cruiser and go sailing in the summer.

Willson Jenkins

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More from the LRPC

In the last issue of *The Lifted Tack* it was promised that the results of the questionnaires collected at the Wine and Cheese Party would be published. Rick’s tabulation appears on the following two pages of this newsletter. There are minor discrepancies in the totals so Rick and I did a retabulation in April, but the results did not change in any material way.

Please bear in mind that these questionnaires were collected at a thinly attended Wine & Cheese Party., but they are the only quantified results we have on the feelings of the membership.

If any club member would like to discuss these results further contact can be made with any member of the Long Range Planning Committee. Presently those members are: Charlie Anding, John Glasscock, Rick McAdams, Barbara McCollum, Bob Stagg, and Bob Parrish.

Bob Parrish

RESULTS OF THE LRPC QUESTIONNAIRE

The actual number of A, B, C, D's for each question is shown below the question. DNA stands for "Did Not Answer"

Each letter was assigned a number of points as shown below. I then added up how many A, B, C, and D a question received and multiplied by the number of points. Adding them together gave the total to the right of the question. Thirty-three questionnaires were returned so the highest rating any question could receive is 132. No points were given if the question was not answered

A = 4 points	Want it as soon as possible,
B = 3 points	Want it but it can wait till phase two or three
C = 2 points	Don't care
D = 1 point	Don't need it.

IMPROVEMENTS TO GROUNDS

		<u>TOTAL SCORE</u>
1. Repair sea wall	<i>(this is a must do project and in the budget)</i>	110
	A-25 B-3 C-1 D-0 DNA-4	
2. Build a patio on the bank directly behind sea wall		64
	A-3 B-11 C-7 D-5 DNA-6	
3. Install Security Gate		82
	A-7 B-11 C-10 D-1 DNA-3	
4. Pave road and improve drainage coming into parking lot		102
	A-18 B-6 C-6 D-0 DNA-3	
5. Improve launch ramp		118
	A-24 B-6 C-2 D-0 DNA-1	
6. Clear out brush under trees between road and clubhouse		88
	A-11 B-9 C-6 D-5 DNA-3	
7. Clear out brush along bank to improve river view		90
	A-13 B-6 C-9 D-2 DNA-3	
8. Build new small boat ramp and dock on lake east of clubhouse		79
	A-4 B-14 C-4 D-3 DNA 2	
9. Build a "trailer only" secured storage area north of road		86
	A-6 B-15 C-8 D-1 DNA-3	
10. Move storage area on east side away from clubhouse		77
	A-5 B-10 C-11 D-1 DNA-3	
11. Improve dry boat parking and lay out assigned spaces		106
	A-13 B-16 C-3 D-0 DNA-2	
12. Build courtyard at front door to improve entrance		83
	A-4 B-16 C-7 D-5 DNA 3	
13. Build maintenance yard for boat repairs		73
	A-4 B-14 C-6 D-3 DNA-2	

IMPROVEMENTS TO CLUBHOUSE

14.	New clubhouse as in Plan A	34
	A-2 B-1 C-2 D-19 DNA-10	
15.	Expand clubhouse as in Plan B	58
	A-6 B-6 C-3 D-10 DNA-8	
17.	Build covered pavilion on east side as in plan C	77
	A-9 B-11 C-3 D-2 DNA-7	
18.	Remodel existing structure as in plan D	59
	A-9 B-3 C-2 D-8 DNA-8	
19.	Air condition clubhouse	81
	A-12 B-5 C-5 D-8 DNA-3	
20.	No A.C. but improves ventilation.	68
	A-11 B-4 C-4 D-4 DNA-10	
21.	New windows	93
	<i>(probably needed if clubhouse air conditioned)</i>	
	A-11 B-10 C-8 D-3 DNA-4	
22.	New blinds or curtains	63
	A-4 B-6 C-13 D-3 DNA-6	
23.	Stucco outside of clubhouse	61
	A-4 B-8 C-6 D-9 DNA-7	
24.	Paint outside of clubhouse	66
	A-5 B-9 C-6 D-7 DNA-7	
25.	Paint inside of clubhouse	59
	A-5 B-8 C-4 D-7 DNA-7	
26.	Paint roof red	46
	A-2 B-2 C-12 D-8 DNA-7	
27.	Turn screened porch into Florida Room	96
	<i>(windows with screens)</i>	
	A-16 B-7 C-4 D-3 DNA-3	
28.	Remodel screened porch	72
	<i>(paint, new railing, new fans etc)</i>	
	A-10 B-6 C-4 D-6 DNA-6	
29.	Expand storeroom	54
	A-5 B-5 C-6 D-7 DNA-10	
30.	Replace storeroom with two storage sheds, one for club dingy	
	Equipment, race markers etc and one for all the other junk	70
	A-9 B-5 C-7 D-5 DNA-5	

WRITTEN COMENTS ARE LISTED ON A SEPARATE PAGE

Rick McAdams, February, 2005

WHO OWNS THIS TRAILER?



TRAILER 28 THE GREAT WHITE BEAST

THE MSSC BOARD WIL BE ASKED TO DECLARE THIS TRAILER ABANDONED AT THE JULY BOARD MEETING. IF YOU ARE THE OWNER OR KNOW WHO OWNS TRAILER 28 PLEASE CONTACT

Rick McAdams MSSC SAIL MASTER
256-767-6610
rmmkpm@aol.com

Membership Report

The Board approved two new members in June. They are:
Marvin Adcock and Dr. Amanda Mumford. Both live in Florence. Welcome Aboard!

The Board has received two applications from our Sail Seminar participants. They are:
James Loew of Florence and Jerry and Patti Ferry, also of Florence.

Willson Jenkins

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 (we have more new volunteers to announce) on the Honor Roll of those who have agreed to receive *The Lifted Tack* electronically thus saving trees, storage space, copying charges, and postage cost.

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	The Gillinghams	Bob Kuehlthau	Chris McGraw	Bob Bucher
Peter Loux					

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, an announcement concerning the club's website address: Somehow the tilde (~) was omitted from the address shown on *The Lifted Tack* masthead in recent issues. The one shown on the first page of this issue is correct.

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