

# *The Lifted Tack*

WEBSITE: <http://home.hiwaay.net/~mssc/> (also: [www.sailmssc.com](http://www.sailmssc.com))  
WebMaster: John Glasscock

MARCH 20, 2006

## **Commodore**

Joel VerPlank  
766-3652

## **1st Vice Commodore**

(Clubhouse)  
Bob Bucher  
757-7200

## **2nd Vice Commodore**

(Land)  
John Glasscock  
710-1960

## **3rd Vice-Commodore**

(Docks & Racks)  
Les Snider  
766-6904

## **Secretary**

(Memberships, etc.)  
Liz Stagg  
256-533-9894

## **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)  
LarryGautney  
767-0467

## **Newsletter Editor**

Bob Parrish  
740-0131

## **A Message From the Commodore**

The Muscle Shoals Sailing Club Commodore's Regatta will be held on Saturday, April 1 and Sunday April 2. We are planning a big event and are looking forward to seeing all. Skipper's Meeting is at Noon Saturday, drinks and appetizers after the races and dinner at 6 PM. Please make reservations by calling 256 766 3652 or 256 757 0848. Leave a message if no one answers. Cost: \$8.

*(See flyer on page 8. Ed.)*

On behalf of the club, I would like to give a big "THANKS!" to Charlie Anding for all his years of work in creating and maintaining the MSSC website. This is a great communication asset for our club and most of us enjoy the pictures and information to help us to keep up with what is going on. We are looking forward to seeing Charlie around the club soon.

Joel VerPlank, 3/21/06

## ***News From the Most Recent Board Meeting***

From time to time interest has been expressed in having the doings of the Board of Governors published in *The Lifted Tack*. The most recent meeting was held on March 14th (see Agenda on page 11 of this newsletter . . . this is a fairly typical Agenda). Present were Joel VerPlank, John Glasscock, Rick McAdams, Larry Gautney, and Bob Parrish.

The first draft of a dock box policy prepared by Les Snider was favorably reviewed, but not acted upon because of Les having been out of town, and the need for fuller review. The dock box policy will become a part of the Marina Rules.

Applications for Inactive Status were approved for: Carla Knight, Jim & Janice Tillery, Ray & Jan Clemmons, Peter & Jean Loux, David May, Ralph & Joni Rhodes, and Jim Crawford.

Bob Parrish, 3/21/06

## What's in a Name?

by Tom Brown

Many people have asked me how my boat (the black Morgan 22) got the name, *Bullfeathers*. Well, I was never quite sure how the boat was given the name, but my cousin (the previous owner) told me the boat was originally sailed out of the Morgan Boat Works in Saint Pete, and the name had something to do with a racing dispute. I recently came across a web page that included Charley Morgan's contact information, so I thought I would try to find out some more about *Bullfeathers*. I sent Charley an e-mail and included a couple of the fantastic pictures that Willson Jenkins took of my boat during the 2005 Horace Bramm Regatta. A couple weeks later, I received this reply.

Hi Tom,

Yes I do know about BULLFEATHERS, --- a euphemism for "bull shxxt" !!!

The boat belonged to Sally Maury (later Sally Morgan, my wife). The name was chosen for the new M-22 because of a running flap by a fellow who just could not stand being beaten (regularly) in the local MORC racing by a group of gals sailing an M-24.

So Sally and her gal crew retorted "Bullfeathers" as a ladylike answer to some of the claims that were being made by this guy and ordered a brand new M-22 to use in the following series of MORC races and promptly creamed him, properly ending the allegations.

BULLFEATHERS and her bikini clad crew were a fixture in the local racing scene for a season or two and I believe won the "Bikini Cup" event one or two times.

The Mmm -22s as the gals and others affectionately called them, continue to race successfully under PHRF and are often found at bargain prices for low cost sailing fun.

Sally, who later became my wife (now deceased in 2001), was from Fairhope, Alabama and was a gifted helmswoman, her family founded the community of Fairhope. Her maiden name was Frances Crawford, --- Her mother's family name was Epply.

Thanks for the contact and the photos, and let me hear more of the exploits of BULLFEATHERS as time goes by.

Cheers, --- Charley Morgan

Charles E. (Charley) Morgan  
Email = [charley@charleymorgan.com](mailto:charley@charleymorgan.com)  
Web = [www.charleymorgan.com](http://www.charleymorgan.com)

Around the time *Bullfeathers* was being constructed, Charley Morgan was quite busy with his own sailing exploits, the 1970 Americas Cup Campaign. Below is some additional interesting information about Charley and his boat, *Heritage*.

Charley Morgan's 1970 Americas Cup Campaign - Taken from 12 Meter Charters Web Page

MSSC

Schedule

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Saturday,

March 25th

Spring Race 2

Tommy Glenn

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April 1-2

Commodore's

Regatta

Joel VerPlank,

Bob Stagg,

Et al

\*\*\*

Saturday

April 15th

Spring Race 3

\*\*\*

Saturday

April 22nd

Horace Bramm

Cup

\*\*\*

Saturday,

May 6th

Al Sellers Dam

Race

\*\*\*

Saturday,

May 20th

Spring Race 4

In 1970 the colorful Charley Morgan took on a monumental task. He single-handedly designed, financed, built, made the sails and skippered his own America's Cup campaign in **Heritage** (12 Meter US-23). An "outsider from the south" he even sailed the boat on its own bottom from St. Petersburg, Florida to Newport, Rhode Island to compete in the 1970 America's Cup trials. There were four 12 Meters competing for the America's Cup defense in 1970: **Weatherly** (12 Meter US-17), **Intrepid** (12 Meter US-22), **Heritage** (12 Meter US-23), and **Valiant** (12 Meter US-24). **Heritage** started the trials off well with a win over **Weatherly** but was later knocked out of the trials by **Intrepid**, beginning a fierce rivalry between **Heritage** and **Intrepid**.

1970 would be **Heritage's** only America's Cup race. However, this was not the end of her racing career. After her America's Cup campaign **Heritage** was sold and converted into an ocean racer. Metal bunks, a head (nautical toilet), galley, and engine were installed and a new racing era for **Heritage** began.

**Heritage** campaigned in races throughout the East Coast and in the Great Lakes. During the 1980's **Heritage** met up again with her old rival, **Intrepid**, on the Great Lakes and avenged her previous America's Cup defeat. Throughout the 1970's and 1980's **Heritage** dominated "big boat" racing, winning many of the prestigious races in the northeast including consecutive wins of the Chicago to Mackinac race in 1983 and 1984. **Heritage** is also a two time Antigua Race Week Winner, and is currently part of the 12 Meter Charter fleet in Newport Rhode Island

*12 Meter US23 "Heritage" Note: Topsides finished completely "Bright".*

*This was the last year for the wood 12 Meters*

Charley Morgan's company continued to produce boats through the 1970's until it was bought out by Catalina. Some of Morgan's larger designs continue to be part of the Catalina line of products. Charley Morgan is still a fixture on the national sailing scene, and his boats can be found all over the country, even right here in the Tennessee Valley.

*Bullfeathers during the 2005 Horace Bamm Regatta - Willson Jenkins Photographer*

## Working Together to Improve MSSC

Things are busy at the club in preparation for a great sailing season. The ramp has been completed, opened, and has been tested by many members already. We have launched boats at the winter low pool with a draft of 4 feet. Summer pool will give us a little over 2 more feet to float a boat. I have seeded grass next to the ramp and the riverside bank and would ask for patience for it to grow (Please try to Keep Off The Grass). Thanks to all who helped rake rocks on workday in preparation for the grass seeding. The seawall project is on schedule to be completed when TVA lowers the water to its lowest for the winter. Bubba's Marine is ready to go and waiting for this event to pour the concrete and prepare the drainage around the seawall. Progress takes a little time.

I would like to thank all who participated in Workday on February 25. We had a great turnout with 16 of our members and 9 UAH Charger Sailing members. Bob Bucher, 1st Vice Commodore, personally repaired the floor tiles in the men's bathroom. Les Snider, Dockmaster, supervised and helped (recovering from knee surgery) remove logs and trees around the docks as Richard Gillingham removed trash North of A Dock. Rick McAdams, Sailmaster, cleaned and straightened the storage shed and had a short seminar on Laser Assembly. All the hungry sailors had great food and drink provided by Larry Gautney, Recreation Officer. Those who stayed late got to try some venison chili made by Les Snider. I supervised and raked a little, while the UAH Charger Sailing Members with Tommy Glenn, Randy Stout, and Brett Wood raked the riverbank and ramp areas "clean" of rocks. Thanks to you all for your time and effort and excuse me for not listing each individual contribution. We had too many helpers doing so much I could not keep up with all the individual contributions. Here is a List of those that I remember were in attendance:

### MSSC Members

Bob Bucher	Bob Parrish
Larry Gautney	Andrew Putnam
Richard Gillingham	Les Snider
John Glasscock	Bob Stagg
Tommy Glenn	Randy Stout
Willson Jenkins	Casey Swilley
Russ Kerl	Brett Wood
Glenn Miller	
Rick McAdams	

### UAH Chargers Sailing Members

Seth Farrington
Glenn Miller
Casey Swilley
Kathryn Higdon
Brandy Adams
Brandon Wall
Greg Doud
Kathleen Craig
Nathan Sandmeyer

Thanks again to you all. We missed you if you were not able to attend. Hope to see you on the water.

John O. Glasscock  
2<sup>nd</sup> Vice Commodore (Land)

## Commissioning Day March 4, 2006

The chili entries were many and varied. We had venison chili, vegetarian chili, hot chili, mild chili and white bean chili, and the voting was close. It came down to a tie between the venison and white bean chili. Carla Knight's White Bean Chili won the tiebreaker. Congratulations Carla. It was the first time I'd tasted white Bean chili, and it was very good.

We had around 25 members show up for Commissioning day. To steal a line from John Glasscock, it was great to see members at the club two weekends in a row. Some worked on their boats, many just enjoyed the weather and renewing friendships.

Byron Jamerson gave a talk on race committee duties and club racing in general. It was attended by 9 members and very informative for us new to the club's racing scene. He's looking for volunteers to run some of the club races this year.

Tom Brown launched his newly acquired Star, and it looked fast. With the low water, he had to use a trailer extension. I was wondering what that trailer tongue and hitch with no wheels was for. By the way the new ramp worked great. A big drum roll for John Glasscock. He stayed on top of this project and saw that it was completed for the start of the spring racing season.

Bob Stagg brought his pressure washer, and we were able to clean two of the clubs Lasers. They will be ready to sail later this spring along with the two Sunfishes. Bob Parrish borrowed the pressure washer to clean his boat and discovered it does a great job cleaning the docks.

Bob also brought out some hay to spread on the grass seed John has planted around the ramp and along the bank.

Ron Matthews' *Beneteau 30, French Toast*, finally made it to the harbor and is safely moored on C dock.

In all, the weather was sunny and the turn out fantastic. Thanks all around to the club members for coming out and making Commissioning Day a success. A special thanks to Sharman for suggesting that we bring back Commissioning Day and to Larry Gautney, Byron Jamerson and Bob Stagg for their help.

Rick McAdams

## NOTES FROM THE SAIL MASTER

### **You don't have to own a boat to be a Sailor**

The Club is taking delivery on four 420's this week. Many of the colleges use this boat to teach sailing and at college regattas. They are equipped with main, jib and sailed by a crew of two. The UAH Sailing Club, the Chargers, will be using them for their program; and we will be exploring ways of starting other youth programs with them.

The club also has two Lasers and two Sunfishes ready to sail. All of these boats can be used by club members, including the 420's. Contact me if you are interested in sailing a club boat. (Remember, from last month's *Lifted Tack*, that we also have one or two centerboard sloops stored on trailers, which may be available for temporary "adoption").

Slip 3 on A dock is now available. This slip is about seven feet wide, so it will accommodate only narrow beam boats.

Show a little pride in your club and fly the club colors at regattas and while cruising. Burgees are available at \$25.00 each

Rick McAdams, (256)767-6610

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### ***Important Reminder***

Remember that the DIYRA Portsmouth Championship Races are scheduled for May 20th and 21st at Highland Yacht Club on Woods Reservoir near Tullahoma, Tennessee.

To quote from Willson Jenkins' article in last month's *Lifted Tack*:

"This regatta is about a 2.5 hour drive from the Shoals. Woods Reservoir is north and east of Winchester, Tennessee. Camping on site is encouraged during this event. This would be a good regatta for our centerboard boats to attend and for those of you who like to camp. We will have extra dinghies available for traveling including a *Flying Scot* and *Vanguard 420s*."



# The Muscle Shoals Sailing Club

## COMMODORE'S REGATTA

*Saturday and Sunday, April 1 and 2*

**Registration: 10 AM to 11:30 AM Saturday Cost: \$15 per boat.**

**Skippers Meeting: Noon Saturday Preparatory Signal: 12:55 PM**

**For further racing details, see "Notice of Race" on website.**

### Don't miss the big dinner and party.

After racing, tired sailors will hang out at the bar and enjoy beer and wine and hors d'oeuvres ( provided ).

At 6 PM, a Ham dinner with all the fixings will be served. Cost: \$8 per person. Make reservations for you and your crew. Call Joel at 256 766 3652 or Betsy at 256 757 0848. Leave a message on the answering machine if no one is there.

**Entertainment: WE WILL HAVE A BAND!**

8 AM Sunday: Rolls and coffee will be available at the clubhouse so we can be energized for the final races. Warning Signal: 9:25 AM. Awards will be presented as soon as tabulations are completed.

## The Events of 15<sup>th</sup> August 2005

### [“Eagle” 20 –25 miles SW of Tenerife]

The U.S. Coast guard has the established reputation of being “first responders” to weather- related disasters together with a history dating back to 1790 for protecting our coast line and coming to the aid of vessels or people in distress.

This is a story enhancing that reputation that occurred by serendipity.

USCGC “Eagle” left Santa Cruz de Tenerife at 1030 on Monday 15<sup>th</sup> August bound for Bermuda with a fresh crew of 58 officer candidates in training and 5 guests joining the regular crew. Capt. Shaw opted to take a great circle route that involved heading around the southern end of the islands and staying on the 25<sup>th</sup> parallel for about 800 miles before slowly altering course further and further northwestwards.

We had just experienced very shifty winds affecting decisions about which sails to set on which tack, then witnessed a brilliant sunset of a red globe descending through a narrow band of clouds edging a sea of white capped waves, when, at 2030 hrs. off the starboard quarter, we saw a red rocket arch upward from what looked like a small fishing vessel.

Few were on the bridge and I said, “That’s a distress signal isn’t it?” “Yeah, call the captain!”

Captain Shaw ordered an immediate right turn and backed the sails. Under these conditions, she turned slowly until Sail Stations doused a lot of sail.

Radio contact was attempted in both English and Spanish. No response and the only indication from the distressed vessel (DV) was the occasional light on top of her wheelhouse. The port small boat was ordered away with a crew of six including a Spanish-speaking petty officer to assess the situation. The swells were running about 3 feet.

As they motored over the 600 yards or so to the DV, “Eagle’s” searchlight was played upon both them and the bobbing DV on which, with the help of night vision binoculars, lots of people could be seen lining the gunwales.

Receiving no response from the DV, the officers radioed the Canary Island Maritime Safety and Rescue (Coast Guard) for which translation was required! They also, by Iridium, advised authorities back in the USA and Europe.

First word back from the small boat was that the DV, about 45 feet long, had no power, no fuel, no communication and at least 50 people on board of unknown origin with at least two dead. At this stage it was not known the duration for which they had been adrift southwest of Tenerife, nor how long they had been at sea.

The searchlight kept training on the DV and small boat as it kept edging up to and circling cautiously, but there was no attempt to board.

Word was received at 2145 that a Canary Island coast guard vessel was on its way from San Sebastian, Gomera with an estimated time for interception of 50 minutes. It was not until 2300 that this patrol boat was close to the DV.

Meanwhile, further news from the Eagle's small boat was that there were at least 100 (106) West Africans who spoke English (suspected Moroccans) on board, quite well dressed, 30 of whom were severely dehydrated and all of whom were starving. They said they had been at sea for two months (but this was suspect judging from the amount of growth on the hull). There were two dead. The chief cooks and some of the crew responded immediately by freeing up three large metal drums, rushing them to the galley where they cooked up beans, rice and filled one can with dozens of 6oz. bottles of Edinburgh water.

The action of lowering the second small boat over was belayed because the Canary Island patrol boat, "Salvamans", which had also been circling the DV in what appeared to be a cautious manner, came over, nosed in at the starboard waist, and picked up the relief supplies for the DV.

At this time, an SH 3 helicopter appeared with three searchlights strobing the surface of the sea. They kept inspecting the DV, the patrol boat and us. "Salvamans" delivered the three drums and then, lo and behold, returned them to "Eagle"! We could only imagine the relief those people would feel in taking some sips (or gulps) of cool water!

Since this situation had now changed from a "search and rescue" to "an interdiction", the next communications from the Spanish authorities were; a tugboat was being ordered to the scene to tow the DV to a port, the patrol boat was ordered back and would "Eagle" standby until the tugboat arrived? The captain acquiesced although his feelings were that he was not accustomed to taking orders from Spanish authorities.

While all this was going on, the neophyte crew had to go up the yardarms furling sail while the motor was used sporadically to maintain station.

At 0130, the small boat was recovered and a debriefing to the captain given at which time many crew were stood down since they had spent hours beyond their watches in action.

The tugboat arrived at 0300 at which time "Eagle" requested release from the scene. This was granted and she resumed her course for Bermuda which involved more trips up the ratlines, out onto the yardarms to reset sails with only the masthead lights to see.

Should one wonder why there was no actual transfer of bodies from the small boat (Eagle 2) to the DV or vice versa, had one person stepped aboard the "Eagle 2", then all the refugees or illegals would have become wards of the United States, not the Spanish government. This is because the deck of an official U. S. vessel at sea in international waters anywhere in the world is an extension of U. S. territory. So this explains why the initial contact was both cautious and not sufficiently close as to allow anyone to jump aboard.

This was the second time in 60 years that "Eagle" had been involved in a life saving situation. Several years ago, she rescued some crewmen off a sinking fishing boat off the coast of Newfoundland. Had the southern route not been chosen out of the Canary Islands, all these people would have perished since the normal commercial lanes into the Canaries are from the north.

Nolan Richards  
19<sup>th</sup> September 2005.

# MSSC Board Meeting 3/14/2006

Call to Order ( Joel )

Minutes of previous meeting ( Liz by e-mail )

Membership ( Liz )

Treasurer's Report ( Andy by e-mail )

Report on dues payments.

Re-do budget and discuss application of additional dues.

1<sup>st</sup> Vice Commodore ( Clubhouse ) Report ( Bob B. )

Property Residents (free slip)

2<sup>nd</sup> Vice Commodore ( Land ) Report ( John )

Recreation ( Social ) Report ( Larry )

Sailmaster ( Boats and Education ) ( Rick )

Dock boxes.

Dockmaster ( Les ) ( buoys, moorings )

Fleet Captain ( Racing and Cruising ) ( Byron )

2006 schedule

420's

Lifted Tack ( Bob P. )

Editorials

Old Business

Board votes by e-mail.

Sally Howard

New Business

Adjourn ( Next Board Meeting April 18, 2006, 6PM)

*Editor's Notes:*

*The formatting of the above document was corrupted in the process of copying it into Microsoft Publisher, but you get the idea.*

*Also, please accept my apologies for other irregularities in parts of this issue of our Newsletter.*

*Bob Parrish, 3/21/06*

# *The Lifted Tack*

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

**ADDRESS CORRECTION REQUESTED**



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## THE LIFTED TACK

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### *Notes and Asides from the Editor/Publisher:*

First, a current list of those who have agreed to receive *The Lifted Tack* electronically thus saving trees, storage space, copying charges, and postage cost. We now have twenty six members and two non-members on electronic delivery.

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
Brett Wood	Jerry Ferry	The Milbergers			

Any member who would like to join this group can email: [rmparrish3@yahoo.com](mailto:rmparrish3@yahoo.com)

Second, a reminder to check the calendar on page 2 and the reminder on page 6 against your own personal calendars to be sure you don't miss anything.

Third, another reminder that March 31st is the last day for payments of 2006 dues and fees to be in the hands of the Treasurer. Else a penalty of 5% per month or part-month will be incurred.