

# The Lifted Tack

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

MAY 10, 2004

## Commodore

Bob Stagg  
533-9894

## 1st Vice Commodore

(Clubhouse)  
Ron Brown  
718-3756

## 2nd Vice Commodore

(Land)  
Joel VerPlank  
766-3652

## 3rd Vice-Commodore

(Docks & Racks)  
Don Von Tress  
931-724-2418

## Secretary

(Memberships, etc.)  
Willson Jenkins  
766-4634

## Treasurer

(  
\$)  
Andy Schorr  
864-2818

## Sail Master

(Training/Sail Camp/  
Slips)  
Tom Brown  
353-2147

## Fleet Captain

(Racing)  
Don McCullough  
766-6493

## Recreation Officer

(Socials)  
Tony Smith  
355-6245

## Newsletter Editor

Bob Parrish  
740-0131

## Message from the Commodore

There is a lesson that I seem to have to learn over and over each year to never listen too closely to the weather report. The May 1 club race was a classic example. All week we heard how bad things were going to be on Saturday. As a result only 3 skippers showed for the club race and so the race was abandoned before it ever started. It turned out to be a beautiful afternoon.

The Horace Bramm Cup will on May 8 and there is only one more warm up race before the Confederate Admirals' on 29-30 May. If you are new and uncertain of your skills on the race course, volunteer to crew with someone. There is always room for one more person on most cruisers.

If you have not come to the club lately you will notice that we have a new neighbor. Sally Howard has sold her lot adjacent to the club to Sara Collier who has cleared the land in preparation for some future building. It totally changes the landscape appearance and the camping area of the club.

See you on the water!

Bob 5/4/04

## Long Term Planning Gains Interest and Momentum

The Long Term Planning Committee has been meeting with growing interest and ideas presented. I have consulted with the Commodore and we would like to open up membership on the Committee to anyone who is willing to attend meetings and share in the work of the group. Membership is contingent on meeting attendance. Three absences in one year without prior notice will result in an automatic termination of membership on the Committee. Our next meeting will be on Thursday, May 20 at 6PM at the clubhouse. Any member of MSSC is welcome to attend and ask to be appointed to the Committee. Appointment is at the discretion of the Commodore. We will try to take notes this time in order to make a brief report in the next "Lifted Tack".

Joel VerPlank, Chairman, 5/9/04

## CREW COURTESY

Only a few of the classes in our Muscle Shoals Sailing Club are sailed single-handedly, Laser and Sunfish amongst them.

Therefore, our other classes and one designs, quite an assortment, require the selfless cooperation and counsel of a crew. A skipper might run over a checklist for “consideration of crew” just as carefully as he/she might check out all the fittings, sheaves, lines and sail adjustments on his/her boat. Such a checklist should include:

- Calling the crew in advance of an event to check if the person(s) are available and what place/time their presence will be needed.
- Welcoming them and reminding them how pleased you are that they can give of their time and energy to enjoy the sailing experience.
- Make sure either they, or you, have the appropriate safety gear, protective clothing, sunscreen, non-alcoholic liquids for them on board for the event.
- Do not assume that they are completely familiar with the specific duties you require of them, don't be backward in explaining how you will become a TEAM.
- Also, don't assume they know all the ropes. So, you might say “You know other boats but the way this one is rigged and the lines is..” and proceed to point out the specific function and use of lines/devices/controls for different legs and aspects of the anticipated course and wind conditions.
- Going out to the course, involve the crew in feeding you information on the location of buoys, their observations on wind/wave variations and current.
- Practice all the maneuvers together; coming about, trimming, jibing, spinnaker raise, set and pack, crew placement for trim, keeping sheets and lines tidy.
- Communicate your strategy for starting and ask for critique. Once decided, accept that as the game plan and keep calm.
- Ask for a count down and acknowledge that you are hearing it.
- During the tacks, your responses to crew comments about luffing, puffs, movements of other boats, thank or compliment them for keeping their heads “out of the boat” while you keep yours ‘in the boat’.
- After the finish, express your appreciation of their dedicated efforts.
- They will probably help you dock and de-rig the boat when you can announce that their meals and subsequent drinks are complimentary!

Good vibrations, good fun, and good communication can build great and skilled sailing teams. You'll enjoy your boat more and improved performance enormously.

Nolan Richards.

### **MSSC**

Schedule

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*May 22*

*Spring Race 4  
Horace Holland  
Paul Gillon  
Childs Berry*

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*May 29-30*

*Confederate  
Admiral's  
Regatta  
Steve Blazier  
Frank McCollum  
Don McCullough  
Don Von Tress  
K. McCullough  
J. Von Tress  
Barb. McCollum*

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*June 5*

*Spring Race 5  
Gar Bouse  
John Glasscock*

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*June 12/13*

*Also June 19/20  
Sail Camp  
Tom Brown*

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*June 26*

*Al Sellers Mem  
Dam Race  
Don McCullough  
Frank McCollum  
Don Von Tress  
Chef Tony*

## Special Event Scheduled

The Board of Governors has approved a request from Bob and Audrey Parrish to schedule a special event for Saturday, May 15th. The event will be a dinner party for a group of about forty persons, and is scheduled from 5:00 p.m. until about 10:00. This does not mean that members will be denied use of the Club's facilities, only that the special event will be given priority in use of the kitchen /dining room.

## *Trawler Fest*

It was the first of December and I was trying to determine where I could view a PDQ34 trawler cat up close and personal. In desperation I called the factory and said "where should I go" -- Trawler Fest in Stuart Florida or the Miami Boat Show? The resounding answer was go to the Trawler Fest. It won't be crowded and you will have plenty of time to look at the boat. When I told Liz that I wanted to go the Trawler Fest as opposed to the Miami Boat Show, her reply was "what's a Trawler Fest"? But we went anyway and we were both pleasantly surprised.

If anyone is interested in trawlers or the American Great Loop Society, or cruising the Great Loop or any of the cruising grounds adjacent to the Great Loop, I strongly recommend you consider going to a Trawler Fest. The format is set up as three days of morning seminars with excellent speakers on everything from the Great Loop to diesel engine choices to cruising the rivers of the Florida Big Bend. The afternoons were filled with an activity referred to as the Trawler Crawl where all of the personally owned or brokerage trawlers were on display at one marina.

Lunch and dinner are provided and offer an opportunity to meet with other likeminded boaters and share experiences and plans. There is a program at each of the dinner functions with lots of prizes provided by West Marine and noted boating authors. Both Liz and I were so impressed with the event that we are planning to go to the September Trawler Fest in Solomon's Island just to get another shot at all of the seminars, as well as look at more boats. We understand that the Solomon Island event will have more than twice the number of trawlers on display as were at in Stuart Florida. Stuart had everything we could hope for with several Nordic Tugs, Grand Banks, DeFever, Katy Krogen, Nordhaven, as well as the PDQ that I wanted to see. The PDQ is an amazing boat and I will be glad to tell anyone who wants to listen about the interesting performance of this catamaran style trawler.

Bob Stagg, 3/9/04

## *Willie Ruff Featured In Concert*

Those who are not regular readers of the *TimesDaily* may have missed the announcement that fellow-member Willie Ruff was featured in the final concert of this year's Muscle Shoals Concert Series performed at Norton Auditorium on April 20th. The performance was billed as the "Willie Ruff/ Dwiki Mitchell Duo".

# Ensign Mid-Winters, Dunedin, Florida

## “LESSONS LEARNED”

The annual Ensign Mid-Winters took place in the Caladesi Sound in the Intercoastal Waterway off Dunedin, Florida on March 18 thru 20. The weather was absolutely perfect: sunny, 70 degrees, minimal chop and perfect Ensign wind at 12 to 15. We had 10 races of which the first 9 were four legs, windward-leeward and finishing downwind. The last race was 5 legs, same course, finishing windward. There were 11 competitors.

The challenge to campaign a boat for an out of town regatta starts months before the actual event. We secured a borrowed boat from a member of Dunedin Boat Club, Greg Zane, who also had agreed to be crew. His boat is adequately rigged for racing but could be better as he readily admits. I contacted Tommy Rodgers from Houston, Texas to crew for us and to look around for other experienced Ensign crew at his club where they have 30 Ensigns. He contacted Dick Playter who agreed to crew. Tommy and Dick both have interesting pasts and presents. They both are former Ensign owners and have sailed the boat for decades. They also actively participate in the “Sailing for the Blind” program in Houston. They are the “sighted” advisors on sailboats that are crewed and skippered by blind people. They have gone to recent “Blind Worlds” in Switzerland and New Zealand.

On the Saturday before our races, Tommy had triple by-pass surgery. Sounds just like Horace. We had to scramble for crew. Greg contacted Dave Thinel, former Ensign owner in Dunedin, and he agreed to crew. Wednesday night we had our skippers meeting and we were informed that the crew we started with at the beginning of the regatta was the same crew that we had to finish with. Also they said to have fun and don't protest each other.

On the morning of the first series of races, Dave called in sick. We went ahead and “3 manned” it that day. We managed to rip our spinnaker on the second downwind but we made it to the finish without any further damage. We beat a couple of boats and did not advance above that for the rest of the day in spite of the fact that the crew repaired our spinnaker with sail tape. Lesson 1: Always keep sail tape on the boat.

That night we talked to the PRO about our crew situation. We needed our 4<sup>th</sup> crew but we could only start with 3. He told us that the race committee would rule on that only if someone protested us. There were no protests. We went into Friday's races with renewed enthusiasm. We had some great starts and first legs. But then the “big dogs” took over. The fleet was basically divided in half with the top five battling for first and the bottom six battling to stay out of last. We gradually improved as we learned to work together. Lesson 2: Crew should have experience working together.

We had one race on Saturday in consistent winds out of the Northeast. It was longer and the only race where we finished to windward. Everything went well until the last downwind run. Suddenly something went “pop” and down came our spinnaker. The spring shackle, that so many of us use on the halyard, snapped open and our spinnaker dropped right under the boat. The crew quickly pulled the spinnaker out of the water and we finished the leg wing on wing. Lesson 3: Tie on your halyards with a figure 8. We only lost one boat in that emergency. At the leeward mark we fouled someone and we had to do 720's. Then we had the last windward leg to make up for lost boats. We made up for lost boats by splitting with our competitors. They thought we were buried and did not cover us.

We all had a great time competing our identical Ensigns against each other. People came from all over the country to participate. We are now looking forward to our Ensign regionals and nationals, which will be held in Newport, RI. .

Submitted by Joel VerPlank

## *The Commodore's Regatta*

The annual Commodore's Regatta was sailed in brisk and squirrely winds on April 3rd and 4th. The turnout included seven cruisers plus a fleet of five Buccaneers and Willson Jenkins' Flying Scot. The Race Committee separated the boats into four classes for scoring and trophy purposes.

Winds continued strong for all three races on Saturday, and all boats finished except for one small-cruiser which dropped out. On Sunday the winds were even stronger, and four of the five Buccaneers decided to remain ashore (only Richard Scarborough represented the Buccaneers in Race 4). Also in Race 4, Paul Wunsch's Capri 30 suffered a rigging failure and had to withdraw while Horace Holland's Ultimate 20 ran aground on Hog Island prior to the start and did not race.

The final scoring looked like this

Buccaneers    Richard Scarborough  
                  Chris McGraw  
                  Dave Chadwick  
                  Larry Fisher  
                  Kat Smith

Spinnaker Cruisers    Jan Bijvoet in Artemis  
                              Paul Wunsch in Spindrift

Non-Spinnaker Cruisers    Russ Kerl, Pearson Ensign  
                                  Norm Clevinger, J-80  
                                  Horace Holland, U-20  
                                  Richard Gillingham, S-2 27  
                                  Carl Sather, Tanzer 22

Even though the Buccaneers were scored as a fleet, it is interesting to note that, on the basis of corrected time, Willson Jenkins would have bested them all. Detailed scoring sheets are available for study on the Club's bulletin board.

We had two man overboard incidents on Sunday. One of Horace's crew fell in during the grounding incident recounted above, and Russ Kerl fell victim to one of the many times when the wind suddenly failed then came back full force from a slightly different direction (this happened during a mark rounding). When I was recounting these experiences in a telephone conversation with my son, Glenn\* he described a rescue technique which may come in handy: lower the main until it is completely free from the mast (easy if you use a bolt rope in a groove, but requiring more work and a tool(s) if you have slugs or cars); secure the boom amidship and push the mainsail over the side then guide the M.O.B. into the cradle formed by the main and use the main halyard and a winch to roll the M.O.B. into the cockpit. This technique may require a snatch block if you don't have suitably placed turning blocks.

Bob Parrish, 5/12/04

\* Glenn raced a Yamaha 26 when he was stationed in Japan, and is now the owner of a classic Alden 30 in San Diego.

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

Roster Corrections: Tom Cromer's e-mail address is: [tcromer@knology.net](mailto:tcromer@knology.net)  
Bob Parrish's zip code is: 35630-1028

Boat for Sale: Parked on the north side of US 72 at the eastern edge of Florence (corner of Indian Springs Drive) is a 1976 Clipper Marine 23 with trailer and 8hp Mercury outboard. The asking price is \$3,500 but it has been sitting there about a month and now has "or best offer" on its sign. Phone 767-5334 or 710-2368.

**Need for Dinner Reservations: This is a plea which has been made many times before, but we can always hope for change. At last Saturday's Horace Bramm Race there were only twenty four reservations (after Willson Jenkins' desperation e-mail), but about forty five people showed up for dinner. One of the results was that the desserts did not begin to go around. Obviously this is not fair to the volunteers trying to have food ready. Can't we do better?**