

The Lifted Tack

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MAY 16, 2006

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2nd Vice Commodore
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(Socials)
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A Message From the Commodore

Welcome to our two new members, Matt Massey of Tuscumbia and Allen Wall of Florence. We wish you many enjoyable years of sailing at MSSC.

Rick Milberger was elected as Dockmaster at the last Board meeting. He replaces Les Snider who resigned from the Board last month. Thanks to Les for his efforts on behalf of MSSC and "Good Luck" to him in his future pursuits. The board has voted to allow dock boxes on the "party dock". Please contact the Dockmaster to discuss the exact location and requirements before you buy a dock box. No more dock boxes will be allowed on B, C or D docks since they would block access. Board approval will be required on any additional dock boxes on A dock.

Dues and quarterly payments are in. We will make an additional marina payment this year leaving only our final payoff for next year. We now have 60 Class A members and 3 Junior members.

Joel VerPlank, Commodore
joel@verplank.com

Upcoming Events

May 20	Club Race — Spring #4
May 27-28	Confederate Admirals Regatta
May 28-29	Cruise to Wheeler and Raft-up
June 3-4	Sailing Seminar Weekend 1
June 10-11	Sailing Seminar Weekend 2
June 17	Club Race — Spring #5

Byron and Tommy's Excellent Adventure Part 1 – Tommy Glenn

Byron Jamerson and I decided to do some sailing in April. Byron sails his Flying Scot and I sail my Thistle as often as we can, but jobs, family commitments, church, and other activities don't allow us to sail as often as we'd like to. We can't go traipsing off to Mid Winters, North Americans, NOODs, and other big regattas as often some other members of our club, so we decided to do our own mini-campaign. We sailed in the Thistle South Atlantic Districts April 22 and 23, and the Flying Scot Chattanooga Choo Choo regatta at Privateer Yacht Club on April 29 and 30. Part 1 of our story covers our trip to the Thistle Districts.

First a word about the two boats. Both were designed by Gordon K. "Sandy" Douglass. They both are strict one design boats with strong class organizations, many active fleets, and plenty of opportunities for racing. If you haven't tried one design racing you should – it's really the best racing experience there is.

The Thistle was designed in 1945 and was based on the International 14. It is designed to be a performance racing dinghy that can also be used as a family day sailor, however the majority of Thistle sailors are racers. The boat has a completely open hull, large sail plan, distinctive gratings, and uses hiking straps. The crew sits on the rail when hiking out, sometimes leading to a unique condition known as "rail tail". About 4000 Thistles have been built – we raced against 3998 in the Districts. The Thistle Portsmouth handicap is 83 – this is the primary yardstick used as a baseline for all other Portsmouth handicaps. For more information see http://www.ussailing.org/portsmouth/section_i.htm or ask Nolan Richards. The Thistle class website is www.thistleclass.com. The class sponsors a National Championship, two Mid-winters (east and west), and various district and inter-district championships. There is a Southeast spring and fall series, which consists of 12 regattas starting in March and extending to November. The level of competition in these regattas is very high – I usually am closer to the back than the front!

The Flying Scot was designed in 1957 and was designed to be a family day sailor, while still providing good performance for racing. The boat has a large, deep cockpit, relatively simple rig, and is very stable even in relatively high winds. The Scot has no hiking straps but has a hiking rope that helps the crew keep the boat flat. The Flying Scot Sailing Association sponsors many national, district and regional events each year. In addition to the North American Championship there is a Wife/Husband National Championship, a Mid-winters, a bi-annual Canadian National Championship along with many regional, district and local events with distinctive individual character. The Flying Scot has been used for many of the US Sailing events including the Mallory, Adams, Sears Cup Championships and Championship of Champions. The Flying Scot Association website is <http://www.fssa.com/>.

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Byron and I left for Milledgeville GA on Friday morning. The districts were held on Lake Sinclair, which is about 70 miles southeast of Atlanta – it ended up being a 6 hour drive from Huntsville. The regatta was held at the Oconee Sailing and Yacht Club. They have a beautiful camping area on a point that sticks out into the lake – you’re surrounded by water. We had very nice camping weather - it rained on us a little early Saturday morning but fortunately our tents didn’t leak.

Now for the sailing - 17 boats sailed on Saturday, and it appeared that the wind and weather would cooperate to give us excellent conditions. Byron and I went out to practice a little around noon, but after about 20 minutes we heard a horn back at the club. A few minutes later someone sailed by and said the PRO had postponed due to threat of inclement weather.

The bad weather didn’t arrive, so about 1:30 we went back out, only to be chased back to shore by some black clouds and thunder. The ensuing rain seemed to take the wind with it, but we waited around for awhile longer, and about 3:30 a light westerly started to fill in, so we headed to our boats for a third time. The third time was the charm, as a nice 10-12 mph westerly filled in and allowed us to get three 2 lap windward-leeward races in, although we had to sail until 7pm. We got buried on the start in first race, but had pretty good starts in races 2 and 3. Unfortunately my upwind tactics aren’t so good, so we ended up towards the back of the fleet each time, despite surprisingly good boat speed and the best efforts of my intrepid crew Byron.

The regatta coordinator provided the highlight of the day for us. Both Byron and I noted that this gentleman seemed to have a high opinion of himself. Our main goal was to not only beat him but to beat him soundly (on the water that is). In the second race we were leading him up the second weather leg when I heard his sails suddenly start luffing. I looked back and noted with some glee that our friend had missed his hiking strap after a tack and had gone for an unexpected swim. Fortunately he was able to get back in the boat without incident (we really didn’t want anything bad to happen to him, really we didn’t) but he was so disgusted that he took a DNF and didn’t sail the third race. We had a pretty good laugh over that one.

When the dust settled, Alex Krumdieck (sailing his woodie 1334 with Paul Abdullah and Kelly), had put together a 2nd, 1st, and 2nd, and sailed in for dinner with a five point lead over nearest rivals Mark Reddaway and Greg Griffin. Paul is a two-time Mid-Winters East champion and Greg finished third in the Nationals last year. As they say in the PGA, these guys are good!

Byron and I did learn a few things – it’s a lot harder to take down the spinnaker when there’s a huge knot in the halyard, it’s also just as hard to take the spinnaker down when the halyard

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is tied up around the main sheet, and it's hard to trim the main when the mainsheet is trailing behind the boat. Next time I won't forget to tie a knot in the end of the mainsheet, and I won't let the spinnaker halyard tie itself in several knots. We lost a few boats on each of these maneuvers.

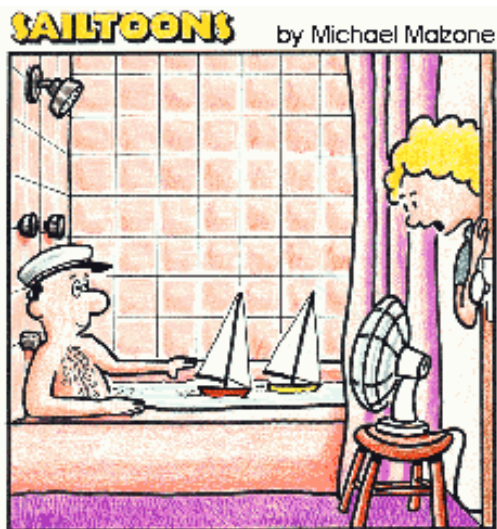
Sunday morning dawned clear and cool, with two more boats showing up. One of them was Bryce Dryden, who has been the National Champion a time or two. The breeze came up just in time, and we got in two more races in conditions that were almost as good as Saturday's. Byron and I sailed a little better, and though we were still towards the back we were able to maintain contact with the fleet in both races. Alex and Mark held firmly onto first and second place, while Michael Lenkeit and Tanner Shultz won the final race of the regatta, snatching third place from Vlasta Kunc, Bill Bradshaw, and local junior Killian Duetsch. Complete results are available at the club website, <http://osyc.net/racing/2006results/2006-04-23-Thistle.htm>. It was great fun, and I can't wait for the Chattanooga Choo-Choo – part 2 of Byron and Tommy's excellent adventure!

Lost and Not Yet Found

Jane Glenn is looking for her keys which were probably lost during the Al Sellers Wilson Dam Race weekend. They are on a green Woodsey Owl key chain. Jane asks you to stick them on the bulletin board if you find them. One key is thought to unlock the cabinet of brownie mix in the Glenn's Airstream, so let's all try to find them for the sake of our stomachs.



Woodsey Owl



You can come out now... it's Spring!

Muscle Shoals Sailing Club Presents the 45th Annual Confederate Admirals Regatta

Date: May 27th – 28th, 2006

Entry Fee: \$35.00

Handicapping: USSA Portsmouth

Rules: Consists of (wind permitting) three (3) races on Saturday and two (2) races on Sunday. First, second and third place trophies will be awarded based on the following class stipulations:

- Cruising Spinnaker class – minimum of four (4) entries.
- Cruising Non-Spinnaker class - minimum of four (4) entries.
- Dinghy class - minimum of four (4) entries.

Classes not meeting these criteria will be reconfigured by the R.C.

Dinner reservations must be made if you wish to have dinner! Call Karen McCullough @ (256) 766-6493 or Steve Blazier @ (256) 766-3031.

Schedule May 27th	8:00 am – 10:00 am	Registration
	10:00 am	Skippers Meeting
	12:00 Noon	First Race Start
	5:00 pm	Attitude Adjustment Hour & enjoy the music of “Replay” (Music from the 60’s and 70’s) <i>Libations Furnished by the R.C.</i>
		<i>Dinner to follow, provided by MSSC</i>

May 28th	8:00 am	Complementary Breakfast
	9:30 am	Start Race
	12:00 Noon	Lunch (bring your own or leftovers!)
	1:00 pm	Trophy Presentation

Saturday Lunch: On the water – bring your own.

Saturday Dinner: Menu (Cost \$15.00)

- *Drinks*
- *Salad*
- *Breads*
- *Corn and Potatoes*
- *Steamed Shrimp*
- *Desserts*



Notes from the Sail Master

The marina is once again full and there is one name on the waiting list. Allen Wall, a new member, will be docking his Balboa 16 in slip A-3

The dagger board for the club Snipe has been replaced and the Snipe is ready to go. At least I've been told it is. A club member who knows how to rig Snipes may want to take it for a sail to make sure it's all there.

The club is in the process of gaining two more Lasers courtesy of Joe Rivamonte. We will then have five Lasers, two Sunfishes, four 420, one Snipe, one Wittholticat and one canoe for total of thirteen boats. *So spread the word, you don't have to own a boat to sail at the MSSC.* We have boats for members to use.

We will probably be selling the Wittholticat and a couple of the Lasers in the near future. Anyone interested? I'm going to need help to maintain the rest of the boats and it may be time to set up a committee for that purpose. If we don't they are going to slowly rot away.

I'd hoped to have a new storage shed next to the boat rack by now. It would be used to store the club boat equipment and race committee's marks etc. We'd like to get the markers out of the men's rest room and I'm afraid the equipment and sails stored in the old shed will be damaged. However, many other demands on the budget is delaying this purchase.

Rick McAdams

Sailing Seminar 2006

This years sailing seminar is fast approaching. It is scheduled for the weekends of June 3rd, & 4th and 10th & 11th. I'm anticipating 20 to 25 students similar to last year, we already have eight paid students. I'm counting on your enthusiastic support again this year.

Please plan to participate in this event. It's a chance to meet new people who have an interest in sailing and show them why you are passionate about the sport. Remember, we need more members to make the wanted improvements to our club grounds. So play nice and be friendly, the students are prime candidates for membership

This year we will reassign the student to different skippers each day. This way they will be exposed to a variety of teaching styles and experience. I'd like someone to use the Snipe and two of the 420's for instruction. Again I'm looking for volunteers. Please e-mail me at rmmkpm@aol.com if you plan to help, what boat you will be using and how many students you can carry. Classes will be begin at 9:00 and end around 4:30.

Rick McAdams

Club Race Report March 25, 2006

Four boats braved a cold, blustery day on Saturday March 25th for the second club race day of the year. The temperature struggled to reach 50 and the wind ended up blowing about 15 mph from the NNW to NW with occasional gusts over 20. After about a 40 minute delay to help Bob Stagg raise his mast (we really fell for that one didn't we?) the sailors headed out in a nice 10 mph NNW breeze. The brave skip-pers were Chris McGraw in his Ultimate 20, Rick McAdams in his O'day 27, Nolan Richards and the in-trepid (and tricked out) Day Sailor, and Bob Bucher in his Day Sailor. The race committee boat was manned by Tommy Glenn and Joel Verplank. We also were fortunate to have a photographer from the Florence Times on board with us. He was taking pictures for an article that is supposed to appear in the June issue of a magazine that the paper has started. Look for it on newsstands in a few months. He probably got some great pictures.

We set a windward leeward course and sent the sailors off for two laps. It looked like Rick might port tack everyone at the start but he ended up having to tack to starboard allowing Chris McGraw to win the start with Nolan hot on his trail. The winds kept shifting back and forth on the first beat but in general there was more of a persistent left shift so the left side of the course seemed to pay off. After rounding the mark Chris and Nolan both flew spinnakers and both boats came planing back down the course. It was a beautiful sight, and our guest photographer was snapping pictures as fast as his camera would let him.

The first three boats finished the two laps and Bob was nearly at the windward mark when disaster struck. We were keeping an eye on Bob since the wind had increased since we first came out and the water was cold. He was nearly to the windward mark for the second time when we noticed that he had capsized. We immediately pulled up anchor and went to check on him. When we arrived his boat had turtled and Bob was hanging on for dear life. Fortunately he was wearing a life jacket and, although he was starting to get cold, there was no permanent damage, at least not to Bob. Thankfully he was wearing his life jacket. That was the end of the racing for the day - we spent the rest of the afternoon retrieving the boat and getting it turned back up right. It took the combined efforts of the committee boat with Tommy, Joel, and Byron Jamerson; and Rick, Chris, and Andrew on Rick's O'day 27 to get the boat to Russ and Betsy Kerl's dock, then Bob, Joel, Russ, and the Kerl's neighbor Ron the Rocket Scientist devised a method to get Bob's boat back upright. Thanks to all who helped salvage Bob and his boat.

That was the end of an eventful day. Club races aren't normally that exciting! By the way, we did get one race in, and the results are posted below. Surprise, surprise, Nolan won! But everyone sailed well, and we'd love to see more of you at future club races. It's a fun way to spend a Saturday at the club and to hone your sailing skills. Hope to see you all on the lake soon!

Tommy Glenn
PRO

Choo Choo Regatta/ First Leg of Dixie Scot Challenge

By Willson Jenkins

Chattanooga, TN- The forecast looked ominous and with good reason. Saturday's outlook called for winds from the southeast at 10-20 mph and Sunday, even more, 15-25 mph. That's a lot of wind for a Flying Scot. Boats start going over when the wind gets over 20 mph and things can get out of control out on the race course in a hurry. In fact, they got out of control for one skipper at the mouth of the harbor as the third boat out, capsized when the boat got blown back into dock then tore it's main on an end post all while sending it's crew in the water for a quick swim. What a start. What an impression for the visitors to witness.

Racing in one-design and in close proximity reminds me of NASCAR, only at about 7 mph but still what thrill at that speed with the forces of wind and water in your face. We were going to have some fun this weekend.

Byron, Tommy, Bonnie and I represented MSSC at Privateer's annual one-design regatta for Flying Scots held April 29th and 30th. It was also the first race in a three race series for 2006 between Privateer, MSSC, BSC and Dixie. Scots also came from North Carolina, Georgia and Illinois to compete.

Fourteen boats registered in all but by Saturdays' start time the number at the starting line was down to eleven. I looked around for Byron and Tommy after the start and they were missing. Where had they gone? Had they gone over or abandoned before the starting gun? I can't say, as I would have blamed them, as it was very rough out there.

The gusts were especially bad. In the foothills of Tennessee, the gusts do strange things. Shifts of over 25 to 30 degrees were possible and then right back again to the original heading. Some gusts lasted only seconds and others more like a minute. It was difficult to have the confidence to tack given the constant shifting caused by the puffs, which might not last 5 seconds. A lot of times, if I was in clear air and had no tactical reason to change course, I just fought through the header, that is I footed hoping that the wind would shift back in a few seconds. If the puff lasted more than 5 seconds and was a still a header then I tacked. Keeping the boat level in the puffs was another story. Luckily, there was very little in the way of wave height given the direction of the wind.

Back at the dock, Byron and Tommy found a companion from another boat that had decided to retire and they joined forces. That is they convinced themselves that it was better to have three swimmers rather than two. That extra weight and reassurance gave Byron the confidence he needed. At the start of the second race, I watched Byron cross under me with speed to burn. Later he would tack back towards the center of the fleet and out point all but one boat to the windward mark. Then things got interesting. The lead boat, a PYC boat sailed by the eventual regatta winner, Rob Fowler and Scott Cline as crew got a gust just as they were preparing to hoist the spinnaker and with their weight all on wrong side they quickly went over. Byron was now in first and had to avoid Fowler who was now swimming. The Jenkins had moved up to second as well.

Fowler however, managed to right the ship only to hit the offset mark. Things looked good for MSSC to take a 1st and 2nd in the second race but unfortunately, the Jenkins allowed Fowler and Cline to pass them on the last downwind leg. Byron thankfully held them off and finished first. So we did pretty well as a club in the second race. A first and a third.

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The third race of the day saw extremely tight racing. Bonnie and I took a third and traded places with Tom Clark from PYC up and down the course. We managed to nip Clark at the finish line when he over stood the starboard layline and we got the need lift to the finish. In fact, one of the lessons that became very clear from racing in very shifty conditions was not to sail to the layline too early. We passed and held off several boats that got to the starboard layline way too soon. Playing the shifts right up to the mark provided that they lasted more than five seconds proved a far superior tactic than overstanding the layline even by a few boat lengths. Meanwhile Byron finished a very close sixth.

MSSC was doing very well for the first day and in very challenging conditions. The Jenkins' had scored a 2-2-3 and Jamerson had a DNS(15)-1-6.

Now for Sunday. It blew even more than the previous day and we were thinking it's going to be like St. Pete on the last day. **A survival race. All Bonnie and I needed to do was place somewhere around 6th and not let the boat from Carolina get a second** or better and we would take home a second. So I thought, let's sail conservatively.

Yea, right.

Let's just say that by the time I had reached the windward mark and was in a second with Clark and others close by, I made the call to go for spinnaker to break away. Aggressive, aggressive, aggressive, it's just too hard to turn it off when the competition is right there. Clark told me after the race that the only reason he put up his spinnaker was because I put up mine. Well, about one-third of the way down the leg, a big puff hit us and even though we saw it coming, it didn't matter. We rounded up under spinnaker without the centerboard down. We were in trouble, a swim was likely and with it second place was now in jeopardy. We "blew the shoot" and prayed.

Oh, by the way, Bonnie would later ask me whether "blowing the shoot," meant to let the spinnaker go?

Uh, "yes." [Note to skipper: don't use slang when all hell breaks lose.] Nevertheless, we still didn't recover completely. It seemed that I failed to uncleat the main in all the confusion so as we recovered, we got knocked down again, and again. Three times we tested fate. Remember, we only need a decent finish and we have got second raped up but a capsize under spinnaker without the board down was going to spell disaster. Luckily, on the second knock down, I got the board down and on the third trip over the side, I managed to get the main sheet undone. We righted the ship but had fallen way behind.

Meanwhile, Byron, Tommy and their extra crew had their own situation developing. Seems that while sailing to the first windward mark on port and in a good bit of traffic, a certain starboard boat from Illinois appeared. Byron said he looked under the mainsail and they were just "there." He tried to duck but with the helm loaded up and jib trimmer (not Tommy) failing to see the boat either until it was too late, Byron's fate was sealed.

Smack! Crash! The smell of fiberglass was in the air. You get the picture. It was ugly and our teammate was on port.

Jamerson "t-bones" a starboard tacker at full throttle. A small hole had now developed in the boat from Illinois. The collision causes all three of the members of the starboard boat to abandon ship as a capsize and turtle were in progress. All three members of the visiting boat are now swimming. Kent Overbeck, the famous skipper of Frogzilla who was manning a crash boat would later tell me that he told the members on his

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crash team, “to get ready for a rescue” as there was going to be a collision and possibly a few swimmers. Byron to his credit made sure the folks in the water were “ok” and then in great show of Corinthian sportsmanship, retired.

The Jenkins unaware of Jamerson and Glenn actives were fighting to get back in the race. Luckily, we had plenty of course left to catch up and so we concentrated on the catching the boats that we could and not worrying about the leaders as they were out of reach. Our strategy worked and we caught and passed three boats and almost a fourth. We finished fifth which was good enough to secure a second and with Byron and Tommy’s first from day one in race two, MSSC finished second overall. If we only had a third boat representing MSSC, well who knows?

It was a great regatta. We sailed the best we ever had over an entire regional event in extremely challenging conditions and Byron proved he’s ready to get after it as well.

Now, if you would like to join Flying Scot Fleet 190 in any its one designs events or purchase a Scot before MSSC hosts it’s leg of Dixie Scot Challenge then please contact either Byron, Tony Smith or myself.

A pretty good set of pictures of Saturday’s racing can be found on PYC’s website. Just image even more wind for the second day. A link to PYC’s homepage is available though our club’s site.

Good sailing,

Willson

Byron and Tommy’s Excellent Adventure – Part II

This is my first year sailing a one design boat and I have to tell you, it’s a blast! Tommy and Willson have done an excellent job of highlighting the boats and the racing for our recent one design marathon, so I thought I would just fill in a few other blanks.

At the first of this year Tommy and I made a deal: I would crew for him if he would crew for me. We sailed with each other in club races for a little practice then we packed up our tents, our air mattresses, and our sleeping bags and hit the road.

The first thing you really should know is that neither one of us spent large sums of money on either trip. Most sail clubs have outstanding camping areas with the best views in town – and it’s FREE to racers! This was the case at both Milledgeville and Chattanooga. Even with thunderstorms on one night and 30 mph winds on another, it was comfortable and we got a decent amount of sleep. (We did find that the high winds will collapse a tent in the middle of the night and do not feel that this would make camping believers out of our wives.) We ate meals we packed plus what was provided by the regatta and never came close to going hungry. Gas and everything included, I think we both came out under \$200 for the entire weekend.

Both the Thistle and Flying Scot classes are known for great sailing. The upper levels of each class are practically pro’s. At these regattas, both Tommy and I got to sit with these guys at the end of the first day and talk about the wind, technique, strategy, and all sorts of other things. Talk about a crash course (no pun intended) in sailing! This was wonderful! We both learned several tricks and tips on our boats. Just look-

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ing at the other guy's boats and how they had set up their controls was a big help.

Now don't start thinking that we were taking this all too seriously. Our primary goal was not to be dead last! Several comical things happened: At one point I was flying the spinnaker while holding the tiller while Tommy re-rigged the main sheet on his Thistle. Seems someone forgot to tie a stopper knot on the end. On the Scot we had a spinnaker sheet foul on one of the ring dings on a block on the boom. When Charlie (an extra crew member we picked up) tried to fix it, the ring ding popped off and into the water. So Tommy flew the spinnaker, while Charlie held the clevis pin in place on the boom, and I drove while down on my hands and knees looking for a piece of wire that I thought I remembered seeing under the aft deck to replace the ring ding – and all of this in 15+ winds and up on plane.

Finally, Tommy and I set up a little friendly competition. Here are the preliminary results:

- Best Crew – Tommy
- Best Skipper – Byron
- Most Sore Butt – Byron (Thistle Rails – Ouch!)

If you have considered one design sailing at all, the Thistle and Flying Scot classes have fleets within a few hours drive and are both pretty economical. The boats do have considerable differences, but the best news is that you can try one out right here at MSSC. Get with me, Tommy, Tony or Willson. We'd be glad to take you for a ride and then have you join the team.

Byron Jamerson

2006 Horace Bramm Regatta

April 22, 2006

Boat Type	Skipper's Name	Club	Race 1 Place	Race 2 Place	Race 3 Place	Total	Overall
Ensign	Joel Verplank	MSSC	4	2	1	7	1
Flying Scot	Willson Jenkins	MSSC	1	3	3	7	2
S-2 6.9	Parkhurst Gautney	MSSC	3	1	4	8	3
O'Day 25	Rick McAdams	MSSC	2	4	5	11	4
Capri 30	Paul Wunsch	WYC	7	5	2	14	5
San Juan 24	Hayden Glenn	MSSC	5	7	7	19	6
J-80	Yves Morissette	MSSC	6	6	8	20	7
X-99	Jan Bijvoet	WYC	8	8	6	22	8
C&C 25	John Kiedel	MSSC	9	9	9	27	9

2006 Al Sellers Wilson Dam Race

Report by Tommy Glenn, PRO

The string of light air Al Sellers Wilson Dam Races continued this year. Next year we need to start our wind dance a little earlier. The weatherman was calling for 5-10 but it ended up being 0-5 – not too great for sailing 24 miles.

It's too bad, since we had a great turnout again this year. We always seem to have a good turnout for the dam race. 16 boats started the race, 6 in the Portsmouth A fleet and 10 in the Portsmouth B fleet. There were 15 cruisers and one person of questionable intelligence in a Thistle (me). The PRO (also me) decided to try splitting the fleet by handicap – boats with DPN 85 and above were in the B fleet and boats with DPN below 85 were in the A fleet. This theoretically allows boats with similar boat speed to race against each other. Maybe we could try this in a normal round the buoys regatta sometime to see how we like it.

The race started with a light breeze from the SSW to SW. The boats were making steady progress down the lake, but after awhile the breeze died and the boats were drifting along, spread out all along the lake. The plan was that we would shorten course at Turtle Point if no one had made it by 2 pm. Unfortunately for the rest of us, Norm Clevenger in his J-80 "Hokie" sniffed out the only breeze in the southeastern US and was at least a mile past Turtle Point by 1:30. By 1:50 or so it was obvious that none of the B fleet boats were going to make it to the line, so the PRO (me again) decided to turn the B fleet around, but unfortunately the A fleet was doomed to sail to the dam. Another unfortunate incident involved Tom and Missy Brown and family in his Morgan 22 who turned around before getting to Turtle Point. They were misled by inadequate instructions by the PRO (guess who?) about the procedures for shortening course – they thought we were all going to the dam after Norm passed Turtle Point. Actually, that was the plan, but when the wind quit I didn't have the heart to send the rest of the boats that far down the lake, so I changed plans on the water. And Tom may have been leading the race when he turned around! My apologies to Tom, and thanks for not protesting the race committee. By the way I loved your spinnaker!

The B fleet sailed back to MSSC, while some of the A fleet drifted on to the dam. Four boats made it to the dam, and three of them motored back from there. Richard and Sharman Gillingham sailed most of the way back to the club and finally made it back around dark.

Congratulations to Norm Clevenger (Hokie, Hokie!) who won the A fleet by getting to the dam first, and to Russ Kerl for winning the B fleet in the green Ensign. Thanks to my dear mom Jane Glenn for handling registration, and to her and Teresa Sellers for preparing a great meal. It was great to see Joyce Sellers, Whit Sellers and his daughter Olivia from Baltimore, Maryland, and many thanks to Al's brother Ernie Sellers for starting the race and taking the finishing times. Hopefully everyone had a great time, and hope to see you all on the water again soon!

Tommy Glenn

2006 Al Sellers Wilson Dam Race Skippers:

Norm Clevenger, Russ Kerl, Gar Bouse, Horace Holland, Jan Bijvoet, Hayden Glenn, Willson Jenkins, Randy Stout, Tommy Glenn, the Gillinghams, Paul Wunsch, Don Von Tress, Bob Bucher, Frank McCollum, John Keidel, and Tom Brown. Mutinous crews may have been present but are not noted. Loyal crews are not noted either so that the stories of this race may be clouded henceforth and forever and resurface in the upcoming book "Sailing Lies and the Lying Sailors Who Tell Them."

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 Ass. Editor/Publisher:

Bob Parrish, the Editor and Publisher of the Lifted Tack, was bitten by a brown recluse spider. He now can shoot endless Spectra halyards from orifices on his wrists. Instead of re-rigging all our boats for us, he and Audrey are going to run off in their hippie van for the summer. Wheeling that palatial rig around the country will strengthen his spider-bitten hands so he can return to clicking and dragging his mouse for the fall newsletters.

Members who receive these newsletters by e-mail are saving the club a bunch of money. They also might get discounts at all the best internet non-prescription drugstores and lotto websites. Any member who would like to join this cool group may e-mail a request to: rmparrish3@yahoo.com

The Confederate Admirals Regatta is always a big time with good racing, food and entertainment. It is on Memorial Day weekend this year. See the notice inside.

This year's Sailing Seminar (formerly Sail Camp) is June 3-4 and June 10-11 this year. See Rick McAdams write-up about it inside.

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