



The Lifted Tack

MAY 20, 2007

Upcoming Events

May 26-27
Confederate
Admiral's
Regatta

May 28
Memorial Day
Raft Up

June 2-3 and 9-10
Sail Seminar

June 23
Spring Race 2

June 30
Spring Race 3

August 25-26
Vice Commodore's
Regatta
with
Flying Scot One
Design/Dixie Scot
Challenge

Sail Master Notes

I thought that warm weather was really here for awhile, but April fool everybody!!! Soon come, I hope, for the third year I haven't been able to go sailing during the winter, which has the best winds. Stuck in the mud as they say, if any other winter sailors have had trouble getting out, let me know – hopefully we'll have a spot dredge by next winter.

On March 24, we had a sailing rules seminar followed by a cooking demonstration on the new grill, and I must say, Willson really knows his way around a big green egg. After that we reconvened and had a Race Committee workshop. Now more sailors are even more confused about racing! Actually, everyone had a good time and we will be doing this type of workshop on an annual basis. The instructors were Willson Jenkins and myself and those in participation were: Bob Parrish, Terry Yost, Al Tidwell, Tamara & Alan Fegenbush, Joel Verplank, Russ Kerl, Dave Seaborg, Tom Cromer, Bob Stagg, Floyd & Pat Hauffe, Todd Travers and a few un-named people that popped in to scarf some burgers and hot dogs off the grill.

My up and coming moment of stress will be the Sailing Seminar the first 2 weekends in June. Please, everyone that plans to be an on the water instructor and/or wants to help be a classroom instructor send me an e-mail (sb3031@comcast.net) so I can start planning. All MSSC members that want to take the course (Basic Sailing) to either learn to sail or as a refresher, please E-mail me also. I'm already making a list, our class size will be determined by the number of on the water instructors that we can field.

Please make plans to attend our events, our regattas are actually an excuse to socialize. You don't have to be actually racing to attend the dinner and enjoy the entertainment provided at the club. Just to throw a hint your way, I've got some really exceptional trophies for the Confederate Admiral's Regatta on the Memorial Day weekend.

The club owned Snipe is for sale, it has been sailed only a few times since being rebuilt up in Chattanooga. It is more dirty than anything else. We are concentrating our efforts into maintaining the 4 club Lasers (thank you Nolan Richards) and the 2 Sunfishes and the 4 Club 420s (2 new sets of sails are on the way). UAH sailor Glenn Miller and myself went over the 420s to plan which parts needed to be replaced. IF a club member wants the Snipe (as is) the price is \$500.00 if we have to e-bay it we'll try to get more. It's a great boat to sail or race (ask Bill Parkhurst for instructions), but it has a few more strings to pull than the basic boats that we need to teach beginners with. Again, e-mail me or call: 766.3031 for details.

Steve Blazier, Sail Master

THE LIFTED TACK

About the Laser. Do You Lase?

Gary Jobson's report about the Laser in the April, "Sailing World" is a classic piece. This edition of SW features many articles about the Laser, its popularity and its class. Current members of MSSC should know the role of the Laser in helping revive MSSC. At present, the club owns four operable Lasers and if someone can find/donate a hull, we would have five. There are an additional seven Lasers, variously owned or parked at the club but rarely sailed.

When MSSC received the boost of new members with 470s from Huntsville, there was also an increasing interest from both the Shoals and Huntsville areas from aficionados who wanted a boat but with not much money.

I had followed the development of the Tea Cup contest and, upon contacting Bruce Kirby, (Performance Sailcraft) he granted me (Shur Sailboats) the Alabama dealership for Lasers. For some time, the price of a complete Laser was \$695 with sails made by Elvstrom. Two consignments, each of six boats, sold very quickly to those people wanting to get into sailing cheaply and also many of the 470 families bought one or two to go with their two-person trapeze boats. (Eventually, 80 Lasers were sold). The increases in interest spurred by the Laser led to a significant increase in both membership and the financial health of the club, probably ensuring that we could responsibly buy the lots at auction that lead to the acquisition of the additional approximately 13 acres.

The enthusiasm for this very responsive, exciting little sailboat in MSSC grew to extent that the supporters initiated two significant regattas that were both included on the Southern circuit for qualifying for the North American championships. In May, there was the Maze of Lasers, which, after the first couple of events was attracting 20-odd to a peak of 39 boats. Visitors came from as far North as Kentucky and South as Florida. One of our more notable participants was Ed Baird, now earning credibility as a match racer and American Cup helmsman. In September, the Alabama Laser Championship regatta was held which attracted almost as many participants. (Harbour Island Yacht Club then initiated Lotsa Lasers for the weekend after this event... It is still held under the personal direction of Bruce Richards, one of the original Laser sailors at MSSC). As our Laser sailors matured or took on more responsible and demanding positions in their professions, these regattas eventually were abandoned.

The Laser folk designed and built the two sheltered racks in which to store the boats that at one time numbered over 25 in the club. One of those remains and regrettably, the Lasers are not being slid out of the pigeonholes as often as in the 1970 – 1980's. The Harbour Island Yacht Club in Nashville copied that same design with the difference that theirs is full of Lasers which are used continuously, including a Frostbite Series.

Several Laser sailors out of MSSC became very skilled and competed in remote regattas. They included Bob Kuelthau, Sallie Howard, Gar Bouse, Brenda Anding, Robin and Bruce Richards. Bruce Richards went on to be the PRO for staging the North American Laser Championships held on Percy Priest Lake in which 125 Lasers participated. (He let me be an RC assistant). Gar and Brenda sailed in that event.

MSSC was successful in maintaining an organized program for juniors that lasted for about 5 years. There is a severely oxidized trophy (a pitcher) that was their annual champion's recognition. Would it not be gratifying if we could revive its use?

In summary, the Laser, because of its performance, sensitivity exciting response, being a great teacher, the three rigs that let it be sailed by a range of ages and weights, strict class regulations, durability, uniform quality of construction (and being one of the Olympic Classes), it has joined the Star, Lightning and 470 as one of the classic sailboats of the twentieth century. Want to see how skilled you are at sailing? Try a Laser!

Nolan Richards

April 2007



First “Fun Cruise” Was A Success

Thirty one MSSC members and guests had a wonderful time on our first “Fun Cruise and Picnic”. The following breeze was very pleasant sailing down to Turtle Point for a picnic lunch on the “Quarterdeck”.

Thanks to Ernie Fite for opening up his Beneteau Oceanis 351 for us to look at in its slip at Turtle Point. All the boats headed back to MSSC at about 2:30 PM. The sound of outboard motors was quite prevalent since the wind had died.

Joel VerPlank, Coordinator

NOTICE OF RACE

Confederate Admiral's Regatta

May 26 & 27, 2007

Muscle Shoals Sailing Club

Lake Wilson

Mile 271.5 on the Tennessee River

www.sailmssc.com

CONDITIONS

1. RULES

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2005-2008 (RRS), the prescriptions of US SAILING, the appropriate class rules (except as they are modified by this Notice of Race and the Sailing Instructions, and any amendments thereto), this Notice of Race and the Sailing Instructions.

1.2 The regatta is classified as a Category "A" event in accordance with RRS Appendix J, ISAF Advertising Code.

1.3 Cruiser's must have sail numbers or identification on their mainsails. Dinghy's may have either sail numbers or hull numbers visible to Race Committee.

ELIGIBILITY

The regatta is open to all sailboats for which the Race Committee can determine a handicap.

3. FLEETS AND HANDICAP SYSTEM

3.1 Fleets: Cruiser Spinnaker, Cruiser Non-Spinnaker, Dinghy, and One Design fleets will be accommodated if there are four or more boats registered.

3.2 All fleets except any One Design fleets will be handicapped by the USSA Portsmouth Yardstick method.

4. ENTRIES AND FEES Entries shall be submitted on the official Registration Form. Registration fee \$45.00 Make checks payable to: *Muscle Shoals Sailing Club*

5. REGISTRATION Each skipper or his representative must report to Muscle Shoals Sailing Club between 0930 and 1030 Saturday, May 26, 2007 to register.

6. SAILING INSTRUCTIONS will be available during Registration on May 26. Amendments to the Sailing Instructions will be posted at Muscle Shoals Sailing Club, by 0830 daily, and it is the responsibility of each competitor to check the Official Notice Board for any amendments or other notices.

7. RACING The regatta will consist of as many as five races.

8. COURSES Courses will be sailed on Wilson Lake in the vicinity of Muscle Shoals Sailing Club. Courses will be Olympic or windward-leeward or variations thereof and will be described in the Sailing Instructions.

9. SCHEDULE OF EVENTS

Saturday, May 26

0930-1030

1100

1300

1700

Registration

Skipper's Meeting

Warning Signal for first race; subsequent race(s) to follow

Social followed by dinner

Sunday, May 27

0800

0930

Complimentary continental breakfast

Warning Signal for next race; subsequent race(s) to follow if necessary. No race will be started after 1230 on Sunday.

Awards presentation as soon as possible after last race.

10. SCORING The series will be scored as provided for in Appendix A of the racing rules using the Low Point System.

11. **PRIZES** Trophies to be determined considering the number of registrants.

12. **LAUNCHING, HAULING, AND BERTHING**

12.1 **MSSC has a new launching ramp that will accommodate most boats participating in this event** . Larger boats should launch at the large ramp on Wheeler Lake at Joe Wheeler State Park and lock through to Wilson Lake. This trip takes 1.5 hours if there is no delay at the lock. Another state launch ramp is downstream on Wilson Lake near river mile marker 265 on the north shore. There are no hoists available at the club or ramps.

12.2 Deep water moorings are available in front of the club. Boats drawing less than six feet may raft alongside the docks.

13. **LODGING**

Camping is permitted on the east end of MSSC grounds. Showers are available in the club restrooms.

Joe Wheeler State Park, Rogersville :

Lodge 800-544-JOEW

Campground 256-247-1184

Cabins 256-247-0145

Super 8 Hwy. 72 at Shoal Creek, Florence, (256) 757-2167

Economy Inn, Hwy. 72, Rogersville 256-247-5416.

14. **MEALS AND PROVISIONS** MSSC will host a dinner Saturday evening. The price is expected to be \$15 or less. A complimentary continental breakfast will be served on Sunday morning. Killen (~7 miles west) has a grocery store.

15. **DIRECTIONS** By car, take highway 72 to Center Star (about 5 miles east of Killen, about 2 miles west of hwy. 101 at Elgin). Turn south on Lauderdale County Road 33. Follow it 2.2 miles to a sharp bend to the left. Follow left with the bend another .4 mile. Turn right on to the first road on the right, CR 411 (a small MSSC sign points to the right). Follow the road to the first gravel road on the right. Follow this gravel road to its end at MSSC. By water, the mouth of the club's harbor is located at Mile Marker 271.5 on the north shore (described on the TVA chart as "Old Lock 4"), about 3.5 miles downstream of Wheeler Dam.

16. **CONTACT AND INFORMATION**

Contact Steve Blazier: 256.766.3031 or sb3031@comcast.net for registration.

Contact Brett Wood: 256.767.5316 or brettkwood1@aol.com for dinner reservations.

Please call by May 23 as this may be catered.

17. Refreshments for social hour provided by the Race Committee. Entertainment will be music starting 1700 (5pm) and a movie starting around 2000 (8pm)

What a great way NOT to use expensive gasoline! Please attend the annual Confederate Admiral's Regatta, or the social party of the season, or the dinner or better yet, join us for all three! If you are not into being in a sailboat during a race, then sit in the shade and watch from the river bank. Help is always needed on many of the sailboats or race committee boats, so just show up in time for the skipper's meeting at 11am. If the party is what you are all about, then show up about 4:30pm to see what we're talking about every year, just let us know how many to expect for dinners, etc. If you haven't made a reservation for dinner prior to the event, don't expect to be served. The cost is: dinner + entertainment will be about \$15.00 each, depending on what is being served. Party only (no food) will be \$10.00 each, and each party person must be the "guest" of a MSSC member or registered regatta entrant. This is NOT open to the general public and each MSSC member or regatta entrant is responsible for their guests. Dinner will be served about 6pm, see you there! A few hints about what is going on: can you dance to "Mustang Sally", have you ever said "where's my glass, I just sat it down?" And this years trophies are the best yet: silver serving pieces from the wardroom of the aircraft carrier Saratoga. During the trophy presentation, there will be door prizes for those sailors that can be present to win.

Steve Blazier (sb3031@comcast.net) or home phone# 256.766.3031



A Lot to Learn - A Day with Greg Fisher

By Floyd Hauffe

Thanks to the efforts of Birmingham Sail Club's David Reich, Tommy Glenn and I got to spend a day at BSC learning a lot. The occasion was an on the water seminar with Greg Fisher. Greg is a many time champion in Thistles, Flying Scots, J22s and others. His career in sailing includes boatbuilding, sailmaking, and running his own loft. But I suspect, based upon my own observations, that his real joy is helping other sailors improve their game. I think it is rare when a world-class practitioner in any field is also an accomplished teacher. Greg Fisher is both.

Many of you know that I have recently started dinghy racing in our yellow Flying Scot *Mellow*. Before this seminar, my only racing in a Scot was a 20 knot blow fest with Willson at the helm in this year's Commodore's Regatta. Needless to say, the prospect of sailing with 30 plus seasoned skippers in front of a top notch sailor was a little daunting. "Never mind **that**", I said to myself, "Greg's here to help. What's the worst that can happen? ... Better not go there". Fortunately, Tommy Glenn had already committed to sail with me; so backing out was not an option.

After a brief overview of the day's activity, we proceeded to the water. The first drill was a series of rolling practice starts at a condensed interval of 3 minutes. First came the J22s, next the Thistles, then the Scots, and finally the open fleet of Snipes, Buccaneers, Finns, and Lightnings.

We got on the water late. We missed our first start. My thought was "This is familiar". Tommy admonished me to stay clear of the line while the other fleets started, I took his advice to heart. We were so far away that we barely managed to start before the last open fleet boats got to the line. Our next starts were not much better. Greg had said the secret to starting was a consistent approach. We were consistently bad. His personal favorite is an opportunistic port tack approach. He flips to starboard when he finds a hole. He tries to start a third of the way down the line from the favored end. His main objective is clear air to the lifted tack. I tried this approach. The only hole I found was the one left by all the boats when they crossed the line two boat lengths in front of us. The next time we were early. By the time we got turned around the wind had died. At the gun David Reich, a Thistle sailor, enjoyed yelling "No Scot is anywhere close to the line"! This triggered "Hmmm... Maybe the Scot is the right class for me after all" in my mind.

Next was a series of short windward leeward races. The course was nearly perfect length in that there was very little delay between finishing and starting. We reverted to a standard five-minute rolling start. Have I mentioned that Greg Fisher was in a Boston Whaler videoing all the boats for review back at the clubhouse? So far he had missed us. Again my mind drifted off, "Maybe with my 1988 sails he figures I'm not committed to the sport anyway. That's OK by me". The first couple of races were not terrible i.e. we didn't finish last. Maybe it was because Tommy flew the spinnaker, a lot of folks didn't. Then came our big moment, we were approaching the windward mark. The rest is not really clear now (the subconscious tries to block these things). Anyway, somehow others outmaneuvered us; we made a couple of tacks to fetch the mark. I was really distracted. Our sails were luffing. I tried to fall off with no luck. I pinched; it didn't work. I can't follow Tommy because he was laughing so hard. My thoughts were desperate. "We are going hit the mark. Oh look, there's Greg Fisher videotaping us". We hit the mark. Greg drove off. We did our 360. I knew how to do this. This is when Tommy asked me how I spelled my name. I responded F-l-o-y-d H-a-u-f-f-e. Tommy began to chant **F-L-O-Y-D H-A-U-F-F-E FLOYD HAUFFE, F-L-O-Y-D H-A-U-F-F-E FLOYD HAUFFE**. He must have been a cheerleader in High School. He informed me he was practicing for the video review.

There were some bright spots. At least I wasn't the worst at backing the trailer in the water to retrieve *Mellow*. Actually I was encouraged that on the windward legs our boat speed and pointing appear to be pretty good.

Now it was time for the review. Tommy and I got chairs toward the back so most will not be able to see us



when our big moment arrives. Greg began the video. He pointed out boat specific trimming tips. Things like positioning the top batten parallel to the boom and allowing the jib to break when at top speed. A lot of folks were doing things right. He gave tips on the start, the upwind and downwind legs. He mentioned that a boat appeared to be in second gear when it should have been in high gear. Here was another boat that should have been in first gear at that point. I'm dumbfounded. Thoughts cascade into my brain, "This is news. These boats have transmissions! I wonder where it is located? I'll have to look for it. I hope it is an automatic." All the while Greg was taking the pulse of the audience regarding the pace and level of detail to his review.

It's about 5:00 pm now and Tommy says he has to leave. Minutes after he exits, we appeared on the screen. It was a wide shot with sun in the background. We were in shadow, but I recognized us since *Mellow* is the only boat with no number on the sail. Just as we hit the mark, Greg stopped the video. Greg said, "Now..." (I am wondering if Tommy has merely moved away to avoid guilt by association) when a lady in front of me jumped up exclaiming "That's us"! She then says this was the first time she had ever done anything like this. They recently got their Scot. She was effusive as she thanked everyone in the room for all their help. I stared at the screen. A battle waged in my head. "Can that be her?" "That sure looks like *Mellow*". "This is no time to argue". "Let her have center stage". By the time she finished, everyone was ready to move on. Greg skipped to the next shot.

Even after a long, packed day everyone was eager for more analysis. It is clear they were learning a lot. When the video ran out, a lot of questions ensued. Greg listened, heard the question, restated it to be sure he understood and the audience knew what the question was, tailored his response to the specific detail in the questioner's mind, and then broadened his comments to the other salient points to be made. Instruction doesn't get any better than this. It is always a privilege and a pleasure to witness a master at his art. The day ends with boat specific handouts. They are gems.

So what did I learn? First, spending a day on the water with Tommy Glenn is a lot of fun. The biggest help for me was with the things I now knew to look for that previously I didn't even know existed. In fact, the first thing I did when got back to the boat was look for a transmission. I wonder what Pat will think when she learns we have to buy a transmission in addition to new sails?

The Tenth Al Sellers Dam Race

By Nolan Richards

Members of the Muscle Shoals Sailing Club were honored to have four member of the Sellers family travel to participate in the Al Sellers Wilson Dam Race, 2007. Whitt and Judy came down from Maryland, Paula from Kentucky and it was wonderful to have Joyce out for the afternoon and evening to share some of the passion Al had for sailing and his enthusiasm for the growth of MSSC.

Sharman and Richard Gillingham who made exquisite choices for the trophies coordinated the event. Jane Glenn again orchestrated gourmet dining with some qualified helpers, including Barbara and Helen. For those who could not make the sailing, you also missed out on a fantastic Wine Beef Brunswick stew and homemade upside down cake. (I was solicited to help turn one upside down but received no immediate reward of a portion!).

The winds were up and down, 6 to 1 to 5 to 2 knots, mostly 120 to 90°, so we nearly did not have a Dam Race. But we damn well decided we were going to have one!

Twelve cruisers were registered; Paul Wunsch could not make it down from Wheeler as he lost a propeller on the way to the lock. Ten participants started on time heading for the first mark to windward after which their course became their own choice. Two boats started late but caught a bit of pressure to make up time.

The J-80 was closely followed by S2 6.9 around the windward mark and a minute or so later, Ensign and the Gillingham's S27 which promptly set a spinnaker.

Most boats chose the south side/middle of the lake, one the north side and the J-80 did a great job tacking downwind keeping their gennaker pulling. It was my observation that those navigating the southern half fared the better where the wind seemed to hold up better and the current was stronger. (It was running about 0.4 knots).

We, the RC Committee (Nolan and highly qualified assistant Bob Parrish), followed the fleet downstream and concluded that a turning mark should be set between Lime Kiln Hollow and Trousdale Hollow which, under the prevailing conditions, should make the average duration of the race about 4 hours.

The lead boats at the turning mark when the wind was about 5, were; Clevenger, Parkhurst, Ver Plank, Gillingham and McAdams. Thereafter, there was a series of lulls and cat's-paws so sailing towards a perceived puff became imperative. Even when there was a glaze over the lake, we noticed all boats kept up some momentum, which reflected a lot of concentration on behalf of the helmspersons. There was a bit of wind that helped the latter boats close in to the finish off the club.

The first cruiser home was the J-80 at 14:50 and the last at 16:55 making the average race time 3:50.

Results

Spinnaker Fleet; 4,	Non-spinnaker Fleet, 8 (with 1 added to their H-CF)				
	Skipper	Boat	H-CF	Elapsed Corrected	Rank
Norm Clevenger	J-80	74.7	169.75	227.24	1
Joel Ver Plank	Ensign	97.0	244.32	251.87	2
Rich Gillingham	S27	85.5	248.38	290.51	3
W. Jenkins	Hunter 355	81.9	289.25	353.17	4
Gautney/Parkhurst McAdams/Whitt	S2 6.9	91.1	195.62	214.73	1
Sellers	OD27	92.5	244.52	264.34	2
Bob Bucher	Privateer	111.5	295.60	265.11	3
Andrew Putman	Chr22	99.9	287.66	287.95	4
Hayden Glenn	SJ24	91.5	278.1	303.93	5
Randy Stout	Merit 25	84.3	268.6	318.62	6

MSSC ANNUAL SAILING SEMINAR

2007

LEARN TO SAIL IN TWO WEEKENDS



There is more to sailing than ropes and winches, cleats and bulging sails.
There are faraway places and the ever-changing light, and the silence,
And a great peace at the bottom of your soul.
(Ferenc Mate')

DATE: JUNE 2nd & 3rd and JUNE 9TH & 10TH
THIS IS A 4 DAY SEMINAR HELD ON TWO CONSECUTIVE WEEKENDS

TIME: 9 TO 5 EACH DAY

PLACE: MUSCLE SHOALS SAILING CLUB ON LAKE WILSON

COST: \$60.00 PER NON-MEMBER STUDENT OR \$50.00 PER MSSC MEMBER STUDENT WITH A \$10.00 DISCOUNT FOR EACH ADDITIONAL FAMILY MEMBER

THIS SEMINAR IS DESIGNED FOR ANYONE INTERESTED IN
EXPERIENCING THE JOY OF SAILING AND LEARNING BASIC SAILING SKILLS

Must be at least 8 years old to attend, under 12 must be accompanied by Parent

CALL Steve Blazier , MSSC Sail Master for more information

256-766-3031

Email sb3031@comcast.net

www.sailmssc.com



THE LIFTED TACK

Notes and Asides from the Editor/Publisher:

Receive *The Lifted Tack* electronically thus saving trees, storage space, copying charges, and postage cost. We now have twenty seven 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	The Milbergers	Ernie Fite	Larry Gautney	Paul Jacobs
Andy Keenum	Bill Parkhurst	The Gillinghams	Bob Kuehlthau	Chris McGraw	Bob Bucher
Jerry Ferry	Brett Wood	Floyd Hauffe	Scott Hickman	Matthew Massey	

See All The Pictures in COLOR at www.sailmssc.com . Sign up for this group by email: joglass@comcast.net

Please submit pictures and article for future editions. Article subjects can include travel stories, racing stories, technical sailing info or more, be creative. This is your newsletter and can only be produced with your help. Thank you to all who have submitted articles and pictures for this publication.

John