

The Lifted Tack

WEBSITE: <http://home.hiwaay.net/~mssc/> (also: www.sailmssc.com)

WebMaster: Charlie Anding

OCTOBER 23, 2005

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(\$)
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A Message From the Commodore

As the racing activity for the year draws to a close, I would like to express the appreciation of the Board to all those who did such a wonderful job on the regattas and club races. Our volunteer club cannot exist without all those who are able to step forward to be event coordinators, race committee persons, and food preparation-planners/facilitators..

All members should have received drawings of a new clubhouse concept in the mail. If you have not, please contact me immediately. There will be extensive discussion and information on this subject at our Annual General Meeting scheduled for November 12 at 4 P.M.. We will also elect half of our flag officers and vote on By-Law changes which you will find proposed elsewhere in this *Lifted Tack*.

Sincerely, Joel VerPlank, Commodore (256) 766 3652

Welcome to Newest Members

Our newest member family is the Milbergers. Rick and Teresa live at 363 County Road 28 in Florence where their phone number is 767-3252. Their business phone number is 765-0434 and they can be reached by e-mail at rickm@decalscentral.com. Their sponsor is Horace Holland.

Welcome Aboard!, Rick and Teresa.

Sailing on the USCGC “Eagle”

The “Eagle”, originally the “Horst Wessel”, became the largest tall ship flying the Stars and Stripes in 1946 when she was claimed as war reparations from her building site, Bremen. She is now a sea going classroom for future officers of the U.S. Coast Guard (est. 1790) and also shows the flag each year on summer cruises. These cruises have been mostly to Europe but “Eagle” has sailed the Caribbean and to Australia.

The barque “Eagle” is 295 feet overall, displaces 1816 tons, powered by 22,000 ft² of sail and 1000 hp Caterpillar diesel. The sail arrangement is 10 square sails on the fore and mainmast (145 ft tall) and 12 fore and aft sails, two of which are split spankers on the mizzen. She is all steel, fully equipped with watertight compartments and is a pleasure to walk around on her 3- inch thick overlaid teak decks.

This summer, her ports of call starting on 9th May were St. John’s, Bremen (first return there since taken over by the Coast Guard when construction by the Germans was almost complete), Edinburgh, Portsmouth (for the bicentennial of the Battle of Trafalgar), Waterford, Cherbourg, Lisbon, Madeira, Rota, Canary Islands, Bermuda and back to New London on 9 September.

I was fortunate enough to be invited to join “Eagle” for the Tenerife-Bermuda leg, about 2400 miles over a scheduled 18 days. I flew via Atlanta and Madrid to Tenerife and spent about 2 ½ days in Santa Cruz de Tenerife before boarding on Sunday morning 14th August when I was greeted by Capt. Eric Shaw who was acquainted with the gentleman who suggested I try for this adventure, Capt. (retired) Jim Loew, now of Florence. I was assigned a “stateroom” (cabin) on the second deck toward the stern but right opposite the chief engineer’s stateroom so I felt the air conditioning was really going to

MSSC
Schedule

*Saturday,
November 12th*

*4 pm Appetizers,
Happy Hour*

*5 pm
Annual General
Meeting*

*After A.G.M.:
Extensive Info&
Discussions of
New Clubhouse
Concept*

work! It had two racks and ample storage space, a foldout desk and best of all; I was the only occupant.

Safety is a prime concern of the Coast Guard, so we five guests had to learn how to don Gumbo suits (survival suits), where to muster, what our life raft assignment was and how to manage it. We also had to demonstrate that we could exit our cabin and get to the waist of the ship including opening watertight doors while blindfolded. Then there were rules for circulation on the decks and advisories of where one could not go unless escorted plus required protocols.

Three hours after casting off on a perfect morning, August 15th, officer candidates (OCS's) who only the day before had endured an 11 hour, uncomfortable flight in a C-130 from Connecticut, were up on the yardarms letting fall sails. I could simply relax and watch the beach areas along the east coast with densely packed hotels slip by. Beyond the scenic coastline, Tenerife rises through a moon-like, barren and volcanic rock terrain to jagged peaks in the center.

Routine sailing and evolution of sail area were interrupted at 2045 that first day when we spotted a red flare come from what appeared to be a fishing boat off the starboard bow. "Eagle" slowed, turned to the starboard, backed her sails and tried to contact the vessel in distress (DV) by radio in two languages. Receiving no response, a small boat was launched to assess the situation. It turned out that the 45ft boat had 106 illegal migrants aboard with no fuel, no communication, no water, and no food. Half were severely dehydrated and two were already dead. The estimate was that they had been at sea for 20 days although they said, (they spoke English), two months. So what seemed as if it was going to be "a search and rescue", became an "interdiction". By radio, the Canary Island Search and Rescue people were alerted. The crew of the "Eagle" quickly prepared beans, rice and packed lots of bottles water in water tight drums, which were sent over to the DV. "Eagle" stood by until 0300 when a tug took the DV in tow. Had we not chosen to take a southerly route, all those people would have perished because all the shipping lanes are to the north.

The "Eagle" is not a primary "S & R" asset for the Coast Guard but this was the second time in 60 years that she had saved lives.

Under full sail, except for the spankers, for the first five days sailing along the 25th parallel, she averaged 7.2 knots. Then, the twice-daily meteorological reports indicated a tropical depression, Katrina, (1008 mBar) forming on the 20th parallel and moving west. So, our command decided to furl the royals and topgallants, slow down a bit, and let the depression move ahead faster than us being especially sensitive about

where and when it would turn N. or NW. Since we were taking a great circle route, we were planning to turn more northwesterly at about the 40Wth longitude reaching up to the 30th parallel and did not want to mess with her.

But, we still enjoyed the trade winds, 15 – 25 knots, in which we sailed mainly between a broad reach and run. We had only two rainy days and one squall over 28 knots.

Meanwhile, the OCS people, beside working their watches, responding to Sail Call and climbing up the rigging to furl or set sail, were being trained in many aspects of seamanship ranging from navigation, sail power and choice, evolutions, dead reckoning, avoiding collisions, sextant use, meteorology, damage control, man overboard. Thus interaction and interdependency build great teamwork. There were humbling tasks too, like cleaning heads, garbage disposal and mess detail. They and the whole crew were well nourished by excellent cooks to maintain this level of action! There was a small gym up forward that was well used by many (including me) to offset the effects of all the good food. Often, off watch, the OCS's would sunbathe or read on the "Teak Beach", the waist of the ship.

And would you believe, both the OCS and officers would climb up and down the rigging simply for exercise?

After the 30th August (15 days under sail), while making northerly gains, the wind dropped to 10 knots or less, so "Eagle" began motoring with the headsails and a couple of staysails left to help stabilize rolling. Thus, the rumble of the diesel and the annoying throb of a cavitating propeller replaced the calming and satisfying hiss of the ship cleaving the indigo waters.

We made our landfall with St. David's light on the northern tip of St. George's Island on the Thursday, 1st September. In that area, the sea began changing color from indigo, to blues and then yellow-greens with shoaling up to the beaches and rock cliffs.

A pilot guided us in to an anchorage in the Great Sound about 3 miles SE of Hamilton dock where we were due the following morning. The crew "harbor-furled the sails" (which required about 20 people on the topsail and course yardarms), scrubbed the sides, polished brass in readiness for tours by the public. There was another gorgeous sunset that evening.

On Friday morning, "Eagle" was piloted to a berth right in front of a cruise liner and right next to

Front Street, the main street of Hamilton and soon had her full dress flags strung from bowsprit to fantail. She presented an attractive sight to which many people came, some with their children, for tours. The 58 OCS were released on liberty so they scattered variously to beaches, pubs or nightclubs in celebration of their successful training on “Eagle” and their approaching graduation on 23rd September.

As I left “Eagle” on Saturday morning, I looked back at her sleek, graceful lines, took a final photo, saluted, and reluctantly dragged my duffle bag to my hotel. It was a unique and memorable experience during which I had made new friends, learned a great deal and above all, acquired a new found and sincere respect for the mission, quality and dedication of the people in the U.S. Coast Guard.

“Eagle” left on Monday 5th Sept. motoring back to New London since with the departure of the OCS; there was not enough crew to run the sails. I saw her drop her pilot and disappear over the horizon from a fort on St. George’s Island. They had a rough trip back to New London. As it turned out, the best weather and best sailing segment of the whole summer program was from Tenerife to Hamilton.

Nolan Richards,
27th September 2005

The Tennessee Valley Challenge Cup

(editor’s note: the following report was sent by Horace immediately after the regatta, and many of you have already seen it by e-mail)

We Are the Current Champions of the TVCC

Led by Tom Brown, the entire group from MSSC contributed to the winning of the perpetual trophy. We also were awarded a nice trophy to keep. Of course you know that the perpetual trophy will go to next year’s winner. Nice job guys! The final scoring was:

MSSC 22
WYC 22
PYC 23
BCSA ? (I can’t remember)

WOW! Was that close or what? It was great fun. I am really sorry that more of you weren’t there to enjoy the whole program. The Wheeler bunch did a great job. Gar was P.R.O. He made it interesting, set good rac courses, and kept us sailing. The food was good, and the entertainment was by Rocky Gonzales & band. More later. HH

2005 Tennessee Valley Challenge Regatta

Dinghy

							#N/A	#N/A	#N/A		#N/A	
							Race 1	Race 2	Race 3			
Boat Name	Sail #	Boat Type	First Name	Last Name	Club	Class	Place	Place	Place	Total Points	Overall	
8												
Red Ryder	5225	Buccaneer 18	Dave	Chadwick	BCSA	D	1	2	1	4	1	
Snowflake	I-10	C Scow	John	Hearn	PYC	D	4	1	2	7	2	
Knot Guilty	5639	Flying Scot	Willson	Jenkins	MSSC	D	2	4	4	10	3	
	2430	Thistle	Tommy	Glenn	MSSC	D	3	3	5	11	4	
Hummingbird	IL-10	C Scow	Chris	Cyrul	PYC	D	5	5	3	13	5	
Mariah	6156	Buccaneer 18	John	Gwyer	BCSA	D	6	7	6	19	6	
	1699	MC Scow	Barry	Klein	PYC	D	7	6	7	20	7	
	1087	Flying Scot	Greg	Bennett	BCSA	D	8	8	8	24	8	

2005 Tennessee Valley Challenge Regatta

Spinnaker

							#REF!	#REF!	#REF!			
							Race 1	Race 2	Race 3			
Boat Name	Sail #	Boat Type	First Name	Last Name	Club	Class	Place	Place	Place	Total Points	Overall	
5												
Fluffy	959	J-22 OD	Scott	Cline	PYC	S	1	1	1	3	1	
Fox Fire	683	Capri 22	Doug	Fox	WYC	S	2	2	2	6	2	
Slow Motion	479	S-2 7.9	Gordon	Trowbridge	BCSA	S	4	3	3	10	3	
Ultimate Fantasy	156	Ultimate 20	Horace	Holland	MSSC	S	3	4	4	11	4	
Artemis	237	X-99	Jan	Bijvoet	WYC	S	5	5	5	15	5	

2005 Tennessee Valley Challenge Regatta

Non-Spinnaker

							#REF!	#REF!	#REF!			
							Race 1	Race 2	Race 3			
Boat Name	Sail #	Boat Type	First Name	Last Name	Club	Class	Place	Place	Place	Total Points	Overall	
6												
Bullfeathers	322	Morgan 22	Tom	Brown	MSSC	N	1	1	2	4	1	
Calypso	9	MG 335	Henry	Garrett	WYC	N	2	4	1	7	2	
Nufsed	254	J-80 OD	Yves	Morrisette	MSSC	N	5	2	4	11	3	
Why Knot	M38	Morgan 38	Dudley	Smith	WYC	N	4	5	3	12	4	
Walter Mitty	4519	Catalina 30	Bill	Connell	WYC	N	3	3	7	13	5	
3/4/ Time	14010	Catalina 22	Paul	Green	WYC	N	6	6	5	17	6	

The 2005 Little America's Cup Regatta

The 43rd annual Little America's Cup was held the weekend of Oct.16-17. First held in 1962, this is the oldest regatta in N.W Alabama and open to all sailing clubs in the Tennessee Valley. The regatta allows different boat designs to compete using the Portsmouth handicapping system, a system developed by Nolan Richards, a founding member of the club. Thirteen boats participated in this year's regatta representing the Browns Creek Sailing Assoc. MSSC and the Wheeler Yacht Club.

The weather was made for sailing. Warm sunshine with breezes 5 to 8 knots and gust to 10. The course was the traditional triangular windward leeward Olympic course shortened to the triangular course when the winds lightened.

The Dingy skippers were far and away the more aggressive competitors. All their races were close and hotly contested. There was only 20 seconds on corrected time between the first two finishers in the first race and only.02 seconds in the second. Nolan Richards in the Day Sailer won both races. The start of race 6 was postponed to allow Willson Jenkins in the Flying Scott, to get back on line. He repaid his competitors by luffing them into the committee boat and crossing the start line first. Dave Chadwick in the Buccaneer managed to slow up enough to squeeze by behind Willson while Nolan in the Day Sailer had to do a 360 to miss the committee boat and crossed the start line behind both of them. It was great, aggressive sailing by all three skippers.

The results of the three races held on Saturday are as follows

Boat	Skipper	Place
Dingy Class		
Day Sailer	Nolan Richards	1
Buccaneer	Dave Chadwick	2
Flying Scott	Willson Jenkins	3
Cruiser Non Spinnaker Class		
Ensign	Joel VerPlank	1
San Juan 24	Hayden Glenn	2
J-80	Yves Morissette	3
C&C 25	John Keidel	4
Macgregor 25	Don Von Tress	5
Columbia 26	Les Snider	6

Cruiser Spinnaker Class

Ultimate 20	Horace Holland	1
X99	Jan Bijvoet	2
Capri 22	Doug Fox	3
Capri 30	Paul Wunsch	4

The old trophy for the Little America's Cup Regatta was retired at the dinner on Saturday night. A new trophy called the Nolan and Helen Richards Award was introduced to replace it. This is the clubs way of thanking them for their tireless efforts in promoting sailing on the Tennessee River and the MSSC for the past 45 years.

Sunday was another great day for racing. More sunshine, a little cooler and winds starting around 5 knots and building to 10-15. The last race was exciting for the spinnaker class with several knockdowns and round ups.

The results of Sunday's three races

Boat	Skipper	Place
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Dingy Class

Day Sailor	Nolan Richards	1
Buccaneer	Dave Chadwick	2
Flying Scott	Willson Jenkins	3

Cruiser Non Spinnaker Class

Ensign	Joel VerPlank	1
San Juan 24	Hayden Glenn	2
J-80	Yves Morissette	3
C& C 25	John Keidel	DNS
Macgregor 25	Don Von Tress	DNS
Columbia 26	Les Snider	DNS

Cruiser Spinnaker Class

Ultimate 20	Horace Holland	1
X99	Jan Bijvoet	2
Capri 30	Paul Wunsch	3
Capri 22	Doug Fox	4

The awards were presented to the following skippers at lunch on Sunday.

Dingy Class

- 1st Place Nolan Richards and son Bruce in the Day Sailer
- 2nd Place Dave Chadwick and crew Chris McGraw in the Buccaneer

Cruisers Non Spinnaker Class

- 1st Place Joel VerPlank with crewmate Bob Parrish in the Ensign
- 2nd Place Hayden Glenn and crew in the San Juan 24
- 3rd Place Yves Morissette with no crew to thank in the J-80

Cruiser Spinnaker Class

- 1st Place Horace Holland with crew Todd Travers and Steve Blazier in the Ultimate 20
- 2nd Place Jan Bijvoet and too many crewmates to record in the X99
- 3rd Place Doug Fox and crew in the Capri 22

The winner and the first recipient of his own Award is Nolan Richards ably helped by his son Bruce in the Day Sailer. Congratulations Nolan

Thank you, Willson and Bonnie, for taking your daughter Margaret Frances racing on Sunday. She was yelling "Starboard" with the best of them and motivating her crew by demanding to know why the "French Fry" man was ahead. She made it clear that she wanted that shiny new award and in the process endeared herself to all. I hope more families will consider bringing their kids along when racing.

Many thanks to all who made this event a success. Jeff Compton and Dave Seborg for setting up good, challenging courses, maintaining them and getting the six races in. Also, Jane Glenn and Jeanne Von Tress for a wonderful dinner, breakfast, and lunch.

Rick McAdams

PROPOSED AMENDMENTS TO THE MSSC BY-LAWS

Page 2, Section B, 2. All dues and usage fees are non refundable except that The Board may authorize pro rata refunds in extenuating circumstances such as Job Transfer, Illness, Sale of Boat, etc. The request for such a refund must be made in writing, must be timely, and is subject to the Board's approval.

Page 3, Section F, 4. *at the end of the first sentence, attach the phrase*, except as provided in Section B, 2.

Page 4, Section J, 1. *After the end of the first sentence (top of page 5) inset a new sentence:* This request for inactive status must be applied for in writing on an annual basis by a member and/or family in the month of December preceding the year in which the inactive status is to apply

The reason for these proposed changes is fundamental fairness, and the requirement for the Board's approval is designed to prevent abuse. Had the proposed changes been in effect already, several awkward/embarrassing situations could have been avoided. The Board of Governors recommends approval of these changes.

The Lifted Tack

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

ADDRESS CORRECTION REQUESTED



THE LIFTED TACK

Notes and Asides from the Editor/Publisher:

First, a current list of those who have agreed to receive *The Lifted Tack* electronically thus saving trees, storage space, copying charges, and postage cost.

Gar Bouse	Charlie Anding	Horace Holland	Tom Brown	Tom Cromer	Bill Campbell
Bob Parrish	Jeff Compton	John Glasscock	Tommy Glenn	Bob Stagg	Joel VerPlank
Glenn Miller	Joyce Sellers	Les Snider	Ernie Fite	Larry Gautney	Paul Jacobs
Andy Keenum	Bill Parkhurst	The Gillinghams	Bob Kuehlthau	Chris McGraw	Bob Bucher
Peter Loux	Jerry Ferry				

Any member who would like to join this group can email: rmparrish3@yahoo.com

Remember, we are not talking about sending the newsletter directly to you by email, but sending you an email notice that the latest issue has been posted on the club's website where you can view it immediately, download/copy parts of it, and always know exactly where to find it throughout the year. Furthermore, The Board recognizes that some members have particular reasons for continuing to receive a copy of the newsletter by snail mail, and their requests will be honored..

Second, an announcement concerning the club's website address: Somehow the tilde (~) was omitted from the address shown on *The Lifted Tack* masthead in recent issues. The one shown on the first page of this issue is correct. Also, the club has registered the address, www.sailmssc.com, and is planning to build a new website there. In the meantime, you can logon to the new address and click on a link to be redirected to the old site without having to deal with all those slashes and tildes.