

The Lifted Tack

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

SEPTEMBER 5, 2005

VICE COMMODORE'S REGATTA

August 27th and 28th

Three separate starts with four classes added to the flavor of this year's Vice Commodore's regatta which was made more interesting with what can only be described as goofy weather conditions on day one. The course was changed several times (I lost count of exactly how many) due to a 270-degree shift in the wind from the time the race committee started to try to set a course. It finally calmed down enough to start the first race at 13:40 (1:40 p.m.), but, unfortunately, so did the wind as the afternoon progressed.

Flying Scots were started first, since there were ten of them competing, thanks to the influx of Scots from several other clubs. This was due to Willson Jenkins' efforts to have a one-design race, a wish of several club members for at least as long as I've been a club member. The Scots were followed by eight cruisers, and then 3 dinghies. There were nine cruisers registered, but an unfortunate, on-deck, pre-race fall by Rick McAdams, during his attempt to repair equipment failure, kept his O'Day 27 out of the race both days.

As the wind dwindled, the course was shortened so that we could at least get two races in. Two races were had by both Scots and dinghies, but unfortunately the cruisers were only afforded one race on Saturday.

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Commodore
Joel VerPlank
766-3652

1st Vice Commodore
(Clubhouse)
Ron Brown
718-3756

2nd Vice Commodore
(Land)
John Glasscock
710-1960

3rd Vice-Commodore
(Docks & Racks)
Don Von Tress
931-724-2418

Secretary
(Memberships, etc.)
Willson Jenkins
766-4634

Treasurer
(\$)
Andy Keenum
766-9301

Sail Master
(Training/Sail Camp/
Slips)
Rick McAdams
767-6610

Fleet Captain
(Racing)
Byron Jamerson
383-0520

Recreation Officer
(Socials)
Tony Smith
272-0787

Newsletter Editor
Bob Parrish
740-0131

Sunday proved to be a bit draftier, with winds from 5 to 8 or 9 knots. The direction of the wind was also more stable than day 1, with only a slight shift to the east. All classes got in two races, with the final Flying Scot race beginning with a tight start and shouts of “Starboard...starboard!” resounding from Willson Jenkins, trying to avoid any scratches on his new boat.

Visitors made an excellent showing in the Flying Scot class, with Rob Fowler taking first place, Peter Hopkins finishing second, Tom Clark in third and Kent Irwin in fourth. Our own Willson Jenkins actually tied with Kent Irwin in time, but because of his previous finishes followed up in fifth.

Gar Bouse broke the starting line early on the first race on Sunday, and despite having to come back and cross again, recouped amazingly to win not only that race, but the Cruiser/Spinnaker class overall in his Olson 25. Behind him were Horace Holland taking second in his Ultimate 20, and Jan Bijvoet in third in the X-99. Horace was later heard to observe that this was the most enjoyable regatta he could remember.

The non-Spinnaker cruisers were led by John Keidel in his C&C 25, with Glen Miller’s CAL 21 finishing second and Frank McCollum taking third in his O’Day 272.

Finally, the 3 dinghies finished with John Hearn in first in his MC Scow, Tommy Glenn in second in his Thistle, and David May taking third in his Mutineer 15.

Special thanks go out to Betsy Kerl and Sue VerPlank for taking care of the food that had been arranged for and ordered by Ron Brown. Many thanks go out to new club member Linda Jones, and my good friend, co-worker and oft-times sailing partner Ann Taylor for assisting on race committee. Many, **many** thanks also to Bob Parrish, John Glasscock, and Russ Kerl for assisting this newcomer in the duties of P.R.O.

Bob Bucher

1st Vice Commodore’s Report

The process of replacing the two locks on the exterior clubhouse doors has been underway for some time. There is a new lock on the door to the screened-in porch, and I began issuing keys to that lock as members registered for the Vice Commodore’s Regatta. As soon as all members have been provided with keys to that lock, the old lock on the west door will be replaced with one keyed identically to the south door.

The decayed siding on the north wall of the “bathroom wing” has been replaced and repainted. Material is on hand to do the same to the storeroom’s north wall.

Ron Brown

MSSC
Schedule

*Sept 17th, 18th
T.V.C.C.
Wheeler*

*Oct 1st
Fall Series #2
H. Holland
Tommy Glenn-
Hayden Glenn*

*Oct 8th
Fall Series #3
With Wheeler
Richard
Gillingham*

*October 15-16
Little
America’s Cup
Dave Seborg*

*October 29th
Fall Series #4
Tom Brown*

*Nov. 12th
Fall Series #5
Bill Parkhurst
Larry Gautney*

A Message From the Commodore

First, a hearty “Welcome Aboard” to our six newest members. They are:

Jerry and Patti Ferry of 370 Whitten Lane in Florence
Jim and Sandra Loew of 110 Charing Cross Lane in Florence
Carla Knight of 5605 Granary Way in Athens (*Precision 16.5*)
Matthew P. Stotler of 203 Vine Circle in Loretto (*Columbia 23*)
Ralph and Joni Rhodes of 1501 30th Street in Sheffield (*Catalina 22*)
Andrew Putnam (Junior Member) of 20269 County Road 8 in Florence (*Chrysler 22*).

Congratulations to 1st Vice Commodore Ron Brown for putting on a successful Vice Commodore’s Regatta in the blistering, late-August heat. We had tremendous race participation, thanks in large part to Willson Jenkins, who brought in a large number of *Flying Scots* from Birmingham, Chattanooga and Guntersville.

Your Board of Governors has been working furiously towards Club improvements. Please see the preceding article and the following two articles in this *Lifted Tack*. Our next big Club event is the Little America’s Cup on October 15 and 16.

Don’t forget the TVCC which will be held right up the road at WHEELER on September 17 and 18. As of this writing, MSSC will be represented by Horace Holland (*Ultimate 20*) in the spinnaker class; Tom Brown (*Morgan 22*) and Yves Morissette (*J 80*) in the non-spinnaker class, and Willson Jenkins (*Flying Scot*) and Tommy Glenn (*Thistle*) in the dinghy class. Others may join the lineup later. Phone Fleet Captain Byron Jamerson at 383-0520 if you need more information.

Joel, 9/5/05

2nd Vice Commodore’s Report

This is an exciting time to be a member of the Muscle Shoals Sailing Club. A few years ago we decided to look to the future of the club facilities. Many concerns were voiced and two of those were the seawall and ramp, which fall under the responsibility of the 2nd Vice Commodore (Land).

We now have both of these projects scheduled for start and completion between January and March 1st of 2006. The seawall is in the 2005 budget and the ramp will be approved for the 2006 budget. Bubba Doss of Bubba’s Marine Construction has agreed to begin and complete the work in the first quarter of 2006. He will pour a new footing for the seawall. The old ramp will be removed and a new ramp with a better incline and approach will be constructed. He is aware of the necessity of finishing the ramp by March 1 in time for the beginning of our race season.

I would like to thank Bob Parrish, Bob Stagg, and Horace Holland for their input in the planning of these projects. Their expertise, knowledge, and experience with the projects at hand are greatly appreciated. I will oversee the contractor and strive to see the projects completed in the manner and time that is required.

If you have any questions or comments do not hesitate to contact me at 710-1960 or by e-mail at joglass@comcast.net.

John O. Glasscock, 2nd Vice Commodore (Land)

Latest on New Clubhouse

The Long Range Planning Committee, your officers and board have been working diligently on concepts for a new Clubhouse. We have engaged an architect to assist in this task and he has come up with some great ideas. At the same time, he has urged us to come up with a financial plan that can bring this to reality with the approval of the membership.

If things move right along, I may call a special membership meeting for the purpose of looking at the concepts for a new clubhouse (we're also considering having preliminary sketches on display at the Little America's Cup). We would have a separate meeting to discuss the financial aspects of this project. In the meantime, if you would like to attend meetings in regard to this, please notify me so we can make seating arrangements for all attendees (the next meeting at which plans will be discussed is the monthly Board of Governors meeting which will begin at 6:00 September 12th at the club). I urge participation by all at this very exciting time in the history of our club.

Sincerely, Joel VerPlank, Commodore

NOTES FROM THE SAIL MASTER

It has been brought to my attention that the slips at the MSSC are not automatically transferred with the sale of a boat. This is covered under Marina rule number two.

"Space allocated to specific membership. No space is transferable except as hereinafter provided. No member shall represent space as accompanying purchase of boat"

So far this has not been a problem. However, there are only four vacant slips available and I've had inquiries from three new members about slip assignments.

We do not have a waiting list for slips at this time but this could be a possibility in the near future. Some of the members who are not using their boats and have trailers might consider storing them on the trailers. This could save you some money and free up a couple of slips for more active sailors.

In any event, Please check with the Sail Master when selling a boat to see if the slip can be transferred to the new owner.

Rick McAdams

Special Note from the Lifted Tack's Editor/Publisher

The remaining pages of this issue of this issue (except for the final page) are given over to a unique pair of reports. We get to read about the Wife/Husband Championship Regatta for Flying Scots from two viewpoints, each report having been prepared independently of the other.

Enjoy!

His Version...Willson Jenkins

Editors Note: This is my report based upon my accurate recollection of events leading up to and during the Wife/Husband Flying Scot National Championship. Bonnie has suggested that I might not always report events like they really happen at least from her perspective. Who's to say? It's that Mars verses Venus thing. So accompanying this report is my Wife's version. I have no idea what is says. Willson

Ah... the smell of new fiberglass. Like a new car, there really is a new boat smell. Admittedly, I was a little nervous picking up a new boat and all the new gear and getting it to the Regatta. But picking a new Scot, # 5639 in Deer Park Maryland, about 3.5 hours west of D.C. was relatively easy.

Bonnie, Margaret Frances and I had left Chattanooga the day before and arrived in historic Staunton, Va. to spend the night on our way to the factory. Staunton is the home of several historic, private high schools and colleges. But instead of staying in a B & B or fancy hotel, my idea of a great place to stay has now shifted. No longer does it need to near good restaurants or nightlife. Nope, those days are gone. Now the number one priority is whether the hotel has a pool, followed closely by whether they provide Fruit Loops on "Continental Breakfast Bar" in the morning. My child rules. I need to get a Best Western Rewards card.

The next morning, we drive through the mountains of West Virginia and arrive at Deer Park, MD just before noon. Margaret Frances insists on riding in the boat when we leave the factory. We convince her that she cannot do it at highway speeds and appease her by letting her sit in the cockpit while I drive down the long driveway out of the factory. She's thrilled and now she's ready to go. On to Annapolis, or more specifically, the West River Sailing Club in Galesville, Maryland, which is just 15 miles south of Annapolis for the Wife/Husband Flying Scot National Championship.

We arrive just after 6 pm, slowed considerably by the D.C. traffic, my unauthorized detour through the narrow streets of D.C. taking a "short cut" and Margaret Frances' emergency bathroom breaks. (I bet Bonnie will write about them so I'll let her version stand.) Upon arrival, it's clear that every one wants to see the new boat uncovered. We decide to hold back and keep the bottom cover on and not reveal her Captain's Blue colors just like *Australia* did with the secret wing keel until launch time the next morning.

While Bonnie and I set up, Margaret Frances finds a small stretch of beach to play on and proceeds to pour water on the sand castles built by earlier children. Controversy erupts. The older children who are swinging in the nearby tree object to the destruction below. Margaret Frances however is not deterred. She senses that the kids who are older and bigger and that she must take a stand or she will get run over. She yells back at them, with veins protruding that she will not quite pouring water on their castles and that her Mom and Daddy will "get them" if they persist. Threatened by a redheaded, three and half year old, they quickly call for reinforcements with their own threat to call their parents to beat up her parents.

I knew this day would come, I just didn't think it would develop like this. You know, my dad will beat up your dad, kind of thing. Yet, here we are, visitors from afar with a new boat, meeting new people and our wonderful daughter has us in a controversy and confrontation with an 11 and 8 year old within the first hour. Hell, we haven't even hit a boat yet and controversy has already started. I quickly defuse the situation by suggesting that Margaret Frances quit employing her scorched sandcastle policy and construct her own castle, which she can then destroy. It works. Fight with an 11 and 8 year old and certain jail time are avoided.

The next day we awake to blistering hot temperatures for the Chesapeake Bay area but as expected the see breeze will fill in at about 1:30 pm and provide some relief. Forty-Six boats have registered for Wife/Husband Championship. We decide to sail in the Challenger Division, which are the amateur class and less

pressure (yea right!) The husbands are just supposed to yell less at their wives in this class.

The sail out to the bay takes a while and we must negotiate a channel with many large pleasure and fishing vessels who seem to think that 40-plus Scots are an inconvenience. We are rocked and rolled by most every cruiser. Man, it's rough but we eventually make it out and the breeze picks up. A great day for racing is beginning to develop.

The 1st race. The wind builds nicely to 12 to 15. The current is running up course so that running the starting line is risky because of the danger of being pushed over early by the current. The Championship Fleet has two general recalls because of this problem. We finally get to start and I pick a mid-line starting position. I create a great hole to drive off into and with the gun, we are at full speed. We're in good shape off the start but as we sail up the first leg, I noticed that we couldn't point and hold our lane. We're overpowered, we can't sail flat. The vang had been rigged too loose. We will have to make an adjustment later. We reach the upwind mark in the back half of the pack. Then we become aggressive downwind. We catch two boats downwind and go for the inside overlap at the mark. The breeze continues to build and the return to windward is now pretty rough. The waves are short and steep. Its tough going but we hold our own and manage to finish 7th. We are close to the leaders as we finish so I feel good about how we're doing in the new boat.

Race 2 is a repeat of one. Its rough going to windward and we have a hard time holding our lane. We aren't flat enough and lose ground. By the time we get to the last downward leg Bonnie is exhausted and says "no" to hoisting the spinnaker. I plead with her, as we will get passed. There is no movement from the crew. Ain't gonna happen. Instead, we plane downwind on a broad reach under main and jib but the boats under spinnaker are able to plane while sailing at the mark. We lose 3 places and almost a 4th. We literally hang on for a 10th. Some people remark that it's the fastest they have ever gone in a sailboat. I glance at Bonnie and remark that I wouldn't know about that. Silent treatment ensues.

Day 2. The big breeze is gone so the committee boats ends up towing the racers out to the course. Out in the bay, the course is windward/leeward twice around. The winds are light, around 5 to 7 mph. and shifty. This looks more like lake conditions. After yesterday's pounding, I'll take it. At the start of race the wind is stronger on the right with a big hole in the middle. We start near the committee boat and tack back as soon as possible. We sail to the far right with everybody else way to the left. I wonder why? I tack back just to keep with the fleet. We are lifted and we have steady breeze. We could cross the fleet if we wanted but decide against it and tack back to stay on the right side of the course. We reach the starboard layline in first. We tack for the mark and notice a boat coming from the left has new breeze and we now appear headed. I want to be first at the mark. I dip below the layline to keep the speed up and the port tack boat passes to leeward. We tack back to cover and then back to the mark. Its works; were still in first and we have parked the other boat safely behind us. Now it's time for the downwind struggle.

It's hot and the pressure is light. The wave action makes it difficult to keep the airflow going. Eventually, two boats pass us. At the downwind mark the new leaders go left but we decide to stay with the right side of the course. The pressure is still there and we're back in first again at the upwind mark only to loose it again downwind. This is playing with my mind. I can't keep the lead downwind. Now it's back to windward for the final leg. Not surprisingly, I go right. This time I can only catch one boat and we finish 4th and for the entire regatta 6th, one place short of my goal. It's been fun.

Parenting, racing and traveling, it's an adventure. Can't wait to do it again. Next time, I'll remember to register for a Best Western Rewards Card.

Willson

Wife Husband Championship Regatta

Ladies here is my version of the Wife Husband Flying Scot Regatta. Notice that Wife comes before Husband, as it is typically the ladies that plan portions of this event. Especially, the part of limiting the number of races to two on Saturday and one on Sunday. We all know that most guys consider it race whenever two sailboats are out on the water at the same time or least mine does.

Willson and I were extremely excited about getting our new boat. We were also happy to be able to bring Margaret Frances (now 4 years old) along with us. The Regatta Committee arranged for sitters during the races. It was a long way to Annapolis, via Deerpark to pick up the boat and Washington DC through rush hour, but we arrived to some very hot weather. Thank the good Lord for a DVD player and last minute buy of a Scooby Doo DVD (bought us 6 hours of quiet driving time).

As you read my version any words italicized are the thoughts running through my head at the given time.

We arrived a little delayed; however, we were still in time to catch Greg Fisher (North Sails) presenting a tuning seminar. Setting up was Hot, Hot, and Hot. Of course I lost the first pin when raising the mast, luckily another couple we had met from another event were ready able and with spare parts in hand. One thing about Flying Scot events there is always someone around to help or have spare parts. We couldn't wait to see the new boat in the water but so many folks were at the dock. We decided to grill our supper and relax. I introduced Margaret Frances to the girls who would entertain her during the races. She was excited.

Finally, Saturday the new blue boat is in the water. Its amazing how many folks ensured they didn't hit the new boat. A lot different than our other boat which seemed to attract other boats. She floats well and picked up speed well as we moved away from the dock in Very light wind. Very light winds going out, *yikes, this is going to be a hot one.* I looked ahead and saw a crab pot mine field, for those that remember Willson's article from our adventures at the MidWinters Regatta. We were doing well until the centerboard caught hold of crab pot #93 and stopped us dead in the water. Once we got out the winds picked up in the bay area.

We check in with the committee boat and get the course, which is a Windward-leeward 5 times around. (*Yeah not so many jibes with the spinnaker*). We had a good start. We are doing well except for some spinnaker foul ups with the new pole and the topping lift line run to back for skipper to handle instead at the mast for the crew. I had some jib weathersheeting problems due to cleats in a new location. I'm not sure if I like this new arrangement yet. (*She goes upwind well..we are sailing her flat*)... We pulled out a 7th out of 16. (*I'm happy but it sure is Hot.....Hot....Hot...Hot.*)

With the second race the wind picked up and our course was windard-leeward 4 times around...*yeah..a shorter race.* Our start was not as good so we broke off for clear air. Our tacks are slow and I think we need a little more weight. We are not staying flat with this heavier wind (*where is Rex?-part of usual crew..Gees..I've got a death grip on the jib sheets – I'm starting getting tired.*)

We gained some spots on the first spinnaker leg but some guy just stays right behind us killing both our speeds. (*finally they break off..now we can make some time*). As we go upwind, I think our jib halyard should be up some more but too hard for me to raise it in these winds during the race. (*Where is Rex?. Too bad you can't have 3 on the wife husband regatta..Is bigamy allowed?)* The winds are getting stronger. I'm looking around seeing folks struggle a little with the spinnaker...(*please don't ask me to do Spinnaker*). We round the mark and Willson yells Get it Up - we need to jibe set. I said no, too much wind – I'm too tired and a little scared... (*I don't want to see the bottom of this new boat upside down*) I try to explain heavy winds I can't control the spinnaker if something fouls up... (*Oh, where is Rex? Bigamy sounds pretty good right now.*) Willson attempts several times to talk me into raising the spinnaker. After resting I agree to raise the spinnaker but by then we aren't on a good tack to raise would need to jibe. I still don't have this bay sailing down (wind/waves/tide). Willson never complained I didn't put the spinnaker up. (*At least not out loud*). We get back to shore and have a nice dinner. Margaret Frances was happy she had the both sitters to herself all day with their full attention on her. Its great to talk with the couples we have met over the last couple years at various regattas. They always have a smile. All the wives can empathizes with you over how tough your skipper is on his crew. When I see the ladies over 55 still crewing as if it were a leisurely sail on day of heavy winds, I'm reminded I can do this...or as a skipper would tell his male crew 'suck it up and get it done -don't you see that older lady is eating our lunch''

Sunday looks like a calmer day. There are very light winds. We all had to get a tow out. One thing about bay sailing, most the clubs know when its time to tow the boats out and back in. For the last race we had a good start...(*we are pointing well...went to correct side of the course...winds light...watch weight...need good tacks...Yeah first around the mark.... don't say anything out loud to jinx it....need good spinnaker leg...hoist good....need to watch behind us....Yikes got passed by one boat who went to right side of the course and came down...so we were second around the second mark...we went to the right side of the course again...looking good...pointing well...yeah we passed that boat on the upwind leg....Wahoo first around the third mark (passed those guys)...holding my breath...need to for the wind to stay with us...looks like we are better sailors in lake conditions (lighter wind/light chop) ..the fleet is moving up behind us..there is the same couple who passed before and they are coming up quick... they are moving back to the right again....Yikes here comes the rest of the fleet...losing ground here....oh, no....two pass us....fourth around the fourth mark...gotta make up some ground....not gonna happen... Well, fourth is a nice finish out of 16. I*

can live with that , however first would have been better. What went wrong...I guess the fleet behind us had gotten the new wind and sailed over us...slowing us down with a wind shadow. and blew right by us. A decent showing for the first time out in the new boat and now back to shore to cool off and take Margaret Frances for a sail. The winds were still light and we had to have a tow into shore. Three boats towing two lines of 6-7 boats is always an interesting shot. The boat in front of us is offering beers. He tosses but unfortunately we miss it along with all the boats behind us. Pass the beer is a fun game only if you catch it.

Now the real questions.....would not putting up the spinnaker in the second race be the difference between winning a trophy or not (hardware for you guys)...Looking at the results...we had a 21 with the next closest wife husband team having a 16...5 points...no way putting up the spinnaker would have gotten us there...especially since the top 5 couples all had spots 1 through 5 in every race but the third one when we jumped in there for the fourth place spot....sorry, Willson maybe next year. We had lunch, picked up a college buddy of Willson and Margaret Frances and went out for a short sail. She loves the new boat and dragging the lines in the water, not to mention pulling on the lines. All in all it was great trip. Now for packing up and the long ride home.

Bonnie

Another Note From the Editor/Publisher of *The Lifted Tack*:

John Glasscock took a number of digital pictures during the Vice Commodore's Regatta, and we hope to have some of them accompany a Press Release which Willson Jenkins is writing for simultaneous publication (to be negotiated by Andy Keenum) in the local *TimesDaily* and *The Huntsville Times*. I had hoped to use a couple of them on the remainder of this page and on the blank page following, but the computer gods were not in a cooperative mood.

John has agreed to send some of them to Charlie Anding for posting on the MSSC website.

Bob Parrish 9/6/05

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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.

Third, a reminder to check the calendar on page two to be sure your own personal calendars have been marked with club events highlighted.