
THE TILLER

Volume 1, Issue 3

April 1998

1998 LWSC Opening Weekend

April 25 & 26

SCHEDULE OF EVENTS

Saturday April 25

Board Boats

Skippers Meeting 08:00 AM

Race #1 (Not Before) 08:30 AM

Race #2 and #3 to follow

Trophy Presentation

Lunch at the Clubhouse

Sunfish

Skippers Meeting 01:00 PM

Race #1 (Not Before) 01:30 AM

Race #2 and #3 to follow

Trophy Presentation

Happy Hour

Dinner, Entertainment & Dancing

Sunday April 26

Skippers Meeting 09:00 AM

Race #1 (Not Before) 09:30 AM

Lunch at the Clubhouse

Race #2 and #3 to follow

Trophy Presentation

Happy Hour

Pot Luck Supper

FROM THE HELM

David Stokely

Remember Apollo 13? When the captain said "Houston, we have a problem." That's me, we have a problem, we need help. The high water and blowing wind has just about wiped us out. The beach erosion has threatened the flag pole and rock picnic tables enough to force me to take time off other work and build an emergency break water. That's time and effort I don't have to spare, we need help. The high wind has rocked the dock and chewed the mooring lines, so that boats have been breaking loose and causing extensive damage. Jim and I have been taking off work and rigging emergency mooring lines, but the damage has already been done. Now we have to take more time off to repair the dock and the lines are still breaking every day. We need help.

I don't like saying this but not one boat in ten has proper mooring cleats and chafe protection. I moved my boat to the east dock on 11/02/96 but I had built the mooring system weeks before. Dan on the other hand has been on that dock longer has not yet put on cleats or outside floats. I personally put replacement lines on his Kiwi twice when it chafed through, but it still got away last week and chewed big holes in the boat next to him. Some of you it seems would follow Dan's lead. A lot of people have been tying off to the poles, that is not adequate. The outside poles are pulled out when the lake rises and we have to pound them back in. Poles have been coming out faster than we can get them repaired. When you tie off to the poles on the dock, the lines are chafed and cut, the extra tension wears holes in the dock and rips up the base plates, please don't do it.

All this extra work cost the club money and cost me time away from sailing. The last time I got to go sailing was February the fifteenth, I sailed with Gary and Pam on Santana #4. Every time a perfect weekend comes I have to work at the club instead of going sailing. That don't get it done! We need help.

C-22 Regional at LWSC

Kevin Culver

Everything is coming together, the club is looking ship shape after a lot of work from many helping hands, thanks to everyone who pitched in. There is still work to do, check David's Repair Lists posted in the club, it has been changing every week.

The food, music, shirts and port-a-potties are all lined up. The committees are formed and semi staffed, yes there are still openings if you are interested.

The Invitations are mailed (300) and yours are in this newsletter. As you can see May 29-31 will be busy and lots of fun. If you are helping out or just want to come and watch the races and have dinner **Please fill out the Registration Form and Return** the earlier the better. Of course if you are a crew on one of the C-22's it is usually (but not always) the Skippers duty to provide meals for the crew.

The blue pages were sent to all the C-22 Association Members for Region 8, (if you are a member you already have the invite). If you own a C-22 and this newsletter has an invite you need to join the C-22 Association if you want to race in the Regatta.

New Member Ballots

Jim Holcomb

We have three applications to vote on this month.

Bob & Grace Young and their sons Jonathan and Josh have applied. They moved to Ft. Worth from Katy. Bob works for Primco. They have owned several boats over the years and currently have a Sunfish and Ensign 22. Jim Hannon recommends them.

Mike and Amy Butler and son Wesley have applied. They have a Buccaneer Day Sailor 18 and are going to upgrade to a Buccaneer 22. They live in Benbrook and Mike works at Lockheed. Gary Noyes recommends them.

Bob Ragsdale and Cleatus Janette Wallis have applied. They live in Ft. Worth. Bob works at Home Depot on Cherry Lane. Cleatus is faculty at the medical school in Ft. Worth as well as deputy director of ITS. They have gone bare boating several times along the Pacific Coast and are currently looking for a Day Sailor. David & Martha Stokely recommend them.

From the Race Committee Chairman

Claude Dusing

Spring Series

We have 7 open races scheduled for the Spring Series with 2 throw-outs. Refer to the calendar for dates and RC duty. We are down to only one auxiliary fleet, due to lack of participation.

All races' first gun at 1:50 except on days when a board meeting is scheduled. On board meeting days, the first gun will be as soon as possible after the meeting. All board meetings are scheduled for noon.

We will allow only one modification to DPN for this series. Please declare your modification, if any, on your first race of the series. In the event you cannot meet your RC duty for a particular date, it is your responsibility to arrange for a replacement.

Boating Safety Class.

The Class is on June 13 and June 20 from 9 AM to 3 PM.

The local chapter of the Power Squadron will do it. The class is free and you are under no obligation to purchase the \$15.00 book.

Club Repairs Before Regatta

1. Repair broken sections of east dock
 - Deck boards
 - Lamp post
 - Base plates
2. Finish up west dock
 - Plates for pipe inserts
 - Drive pipe
 - Lamp post in middle of dock
 - Water lines to T-head
3. Cut re-bar from the concrete
4. Concrete approach to boat ramp
5. Breakwater for the swim beach
6. South dock
 - Frame and deck T-head
7. Move horse shoe pit
8. Guy wires for knot meter on clubhouse roof
9. Poison fire ants
10. Remake old dock into new sunfish slips
11. Repair porch lights and stereo speakers
12. Santana 20 mast on #2

CRUISER'S CORNER

David Stokely

Back when I was a blue water sailor I was telling my shipmates that the morning was the best time to be at sea. Because in the morning the sea will show off all it's colors in the most spectacular sky painting sequence you've ever seen. I went on to explain that you might never see the sun rise directly but if you did it would be worth all the mornings that you got up and missed it. That's

because the clouds will almost always obscure the sun rise at sea, since on the ocean the clouds are evenly spaced every where. The horizon has a lot more square miles than over head, so it will always have more clouds. I got one gullible sailor to get up early and every morning we would go sit on deck, drink coffee and watch for the sunrise. This went on for some time and he says, "I don't see it." I tell him that you have to keep doing it if you want it to pay off, like karma. He replies that he would pay for one more but its time he got some return for his effort.

We stood up and turned to the west and not two hundred yards away was a small rain shower that produced a double rainbow so close that both color bands were well over a hundred and eighty degrees. Traveling right through the middle of the rainbows was a large school of pelagic fish swimming in a long line and jumping through the waves on some obscure migratory path across the sea. Following along and flying from the head of the column was a flock of arctic terns trailing up and to windward, looking for all the world like the plume cloud from a steam engine on an old train. The line of fish drove on right under the fan tail where we were standing and the birds flew by at arms length screeching their tiny cries and most every one with small one inch sardines in their bills. This sailor turns towards me and his jaw just hangs open and there's nothing he can say. I was about to say something glib and hand wave as if I see that stuff all the time when I realized that he wasn't looking at me and so I look back to the east. There was the sunrise bigger than Easter in Hawaii. The disk of the sun was still touching the wave tops and this line of fish and terns were heading straight for it. The colors in the sky were a million shades of red and orange and green and blue and aqua and every other color. We didn't say anything but just stood there and watched the sky and sea turn slowly back to ordinary middle of the ocean colors and then went to breakfast. Now, I realize that as long as we lived on the ship, neither one of us ever told anyone about watching that sunrise.