
THE TILLER

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June - July 1998

FROM THE HELM

David Stokely

Opening Day went by with lousy weather, wind on Saturday blowing force six and threat of rain on Sunday. Congratulations are due for Ben Gray and Gerone Scott for winning big-time. At the horn on the second race Ben had to gibe around and go get the winch handle and so was a minute and a half late across the line. Still he made it up, mostly on the upwind legs and beat Jim out by three boat lengths. Good work. I have to give special thanks to Martha for providing plenty of food and drink, time after time. Everybody said it was great, and I didn't even have to break their arms.

The Regatta went by with great weather, wind was always 12 to 17 and clear skies and the temperature was over a hundred. Larry, Dan and I finished fourth in the silver fleet, but we were competitive with the second and third place boats. We beat each of them on several legs and we had a great start on the final race of the series. That's when the jib halyard let go and we had to drop out with a DNF. We got lots of encouragement from the rest of the silver fleet, they all said that Larry had a fast boat and would do all right.

The whole club was congratulated for doing a wonderful job everyone was very impressed. I have to give Kevin Culver special thanks for making us all look good and bringing a real regatta to Lake Worth Sailing Club.

The Fourth of July party is coming up and we are going to have the Commodore's Cup. This will give a different set of ex-commodore's a chance to win. We will also have a Sunfish Series and Kevin will cook his famous barbecue ribs. If the weather

cooperates we will sail over to the base and watch fireworks.

I know you don't want to hear this but it's time to start working again. I don't think anyone wants to work too hard so if everybody does a little bit and does their part, we can have a wonderful laid back party.

July Fourth Weekend

Saturday

Sunfish Series 10AM – 2PM

Commodore's Cup 3PM

KC's Ribs 6PM

Sunday

Open Fun Races 2PM – 5PM

Grill & Chill all day

From the Race Committee

Claude Dusing

Starting Sunday July 12th till Sunday August 30th, Sunday racing @ LWSC will be a full day of sailing for all:

Boardboats race/practice @ 10AM

(Depending of the number of boats that show up)

Sunfish race and kids summer practice @ 1PM

Auxiliary race no earlier than 3PM and no later than 4PM

There are 8 Sundays, 8 races scheduled for each fleet, 1 throw-out. Please declare your handicap at the beginning of the series, one modification allowed.

Check the calendar for the Summer Series schedule and RC duty. The RC duty will be valid for all races that day.

Kids: let's get the children on the water on a regular basis. We will need volunteers to help and supervise them as well as unused Sunfish boats.

We can grill hot dogs and hamburgers between races. Feel free to bring your own or something to share.

Race Committee Duty

July 12: Larry Mask
July 19: Glen Brandon
July 26: Gill Hallmark
August 2: Dan Ludden
August 9: Jason Winn
August 16: David Bell
August 23:
August 30:

Adam's Cup

A Women's U. S. Sailing Ladder Event

On Saturday, June 13th, Linda Holcomb (Skipper), Claude Dusing (Middle) and Susan Boggs (Foredeck) participated in the TSA quarterfinals Adam's Cup event at the Fort Worth Boat Club. The races were conducted by a U. S. Sailing committee team and raced in the J-22 club boats. The four contending teams were from Lake Canyon Yacht Club (San Antonio), FWBC (2) and LWSC.

The women met Friday evening at the FWBC and were allowed practice time on the lake until 7PM. It was the first time that Claude, Susan and I had been on a J-22 alone, together, flying the spinnaker. We handled it well, since the wind was less than 5 knots and the movements were in slow motion.

Following practice, we were invited for drinks and dinner at the club (anything on the menu). The women enjoyed the chance to socialize and watch Roberto prepare an excellent steak Diane.

On Saturday morning the pre-race jitters set in and following breakfast and a brief Skipper's meeting, we were on the water for a 10AM start ... ready or not. The starting line seemed short and we were all hesitant as the gun went off. The jitters

subsided and we were racing for the gold. We popped the spinnaker and flew it without incident.

All four races were windward, leeward and the course changed (180 – 210) almost every time we rounded a buoy. No reason for worry, our eagle eyed tactician spotted it every time.

After each race, we tied up to a barge and changed boats. Water and Gatorade was distributed and then we were off racing again.

Race #2 will be in my mind for a while. We got a great start and were lifted all the way to the windward mark and in first place for two legs, I know it seems like a small feat, but when you're racing against Lynette, Sally and Vicki from the FWBC, its definitely a "moment to remember".

After lunch at the club – (these people know how to eat!) – we were back on the water for races 3 & 4. You didn't know we had that kind of endurance, did you? The wind picked up to about 15 knots and we were doing our best to keep the boat as flat as possible, (I've heard comments since that we definitely need to work on that.)

On race #4 we were closely battling to keep third place and after rounding the first windward mark, the spinnaker halyard got away and went up the mast.... Rats. Where's "Scotty" when you need him! We flew the jib and still stayed close but ended with a "solid" fourth place.

All and all, considering the fact that we're a new team with limited spinnaker experience, we did it and had a ball.

Our rapport with the wonderful folks at the FWBC has been strengthened and we have one more regatta under our belts.

Congratulations to the dynamic team from the FWBC for acing all four races, They will be in Denver, CO. for the semifinals in July.

We owe thanks to many for their coaching, mentoring and overall support in the past few months. The gals from the FWBC took us under their wing and shared many hours on the water. "Scotty" coached and showed much patience in our training sessions at Lake Worth. LWSC

supported our efforts by contributing fees for the insurance for the event. Our husbands and friends encouraged us to “go for it”.

There’s nothing like a regatta for meeting new folks with your interest, relaxing and playing hard and upgrading knowledge and skill level in sailboat racing.

Try it you might like it!
Linda

Adam’s Cup

A Women’s U. S. Sailing Ladder Event

The Adams Cup is over, at least for Linda, Susan and I. There were 4 teams, 2 from FWBC, 1 from Canyon Lake and us representing this club. 4 teams, 4 races; we finished 3, 3, 4 and 4, which put us in 4th place overall. I guess it’s always disappointing to be last but we really should rejoice: this was a first for this club, a first for the three of us and we are well on our way to be a good competitive team.

A very big thank you to Gerone Scott for suggesting we enter the event about a year ago and then staying with us weekly through patient and skilled coaching.

An equally as big thank you to the club, in particular, David Stokely, Jim Holcomb and Kevin Culver for supporting us in the effort and providing financial support.

Thank you also to Gary Noyes who filled in as foredeck during training when Susan could not make it.

It is now up to us to make all this pay off, keep training and improving in general. We have the boats to do it: a whole fleet of Santana 20’s waiting to be sailed. May I suggest we turn Thursday nights into “everybody needs to practice” nights. Learn a new boat, learn spinnaker handling and learn a new position on the boat. Come after work as soon as you can and enjoy a couple of hours of cooler sailing.

By the way, the team who won these Adams Cup quarterfinals is from FWBC. It was not the first time they won, but you’d be surprised how much they practice. The next level of the Adams Cup will be sailed in Denver on Santana 20’s, so the FWBC girls will be by our club to practice. It would be nice if they were not the only ones on the lake.

Claude

Adam’s Cup

A Women’s U. S. Sailing Ladder Event

FORE DECK OR TATTOO PARLOR

About three years ago two ladies introduced me to sailing on Santana 20's. What a fun time and just the beginning. Last fall talks began of a ladies team from the LWSC for the Adam’s Cup that was to compete at Fort Worth Boat Club. "Count me in!" Can you stay a virgin foredeck for years?

I tell my family I'm going sailing and return home a battered lady or as my brother-in-law kindly put it, with a bit of squinting it looks like I have been tattooed all over. J-22's hardware leaves strange patterns. I know because I worked hard during the Adams Cup to cover everyone as we raced to be part of the competition. My heartbeat raised to 180 at the start line of the first race on what I call heavy winds. Of course anytime I can not hear Linda at the helm due to the wind blowing in my ears I think heavy. Middle lady, Claude, kindly relays the tack and gibe calls as I pull myself up to quickly cross the deck and get my b__t down on the other side so everyone can see. My best moves were the ones when I only held down the hardware and not the sheets (of course in the scary moments they are still ropes to me).

FWBC treated us like royalty for the event and even brought out a barge for us to change boats off in the round robin event. What service, drinks and smiles can do for morale is wonderful. I look forward to achieving the grace and speed of the heavier experienced competitors. Back bends around the mast, squats and forward thrust with

the pole and leaps from side to side to attend all the halyards and sheets all happen in my dreams and reality came in just a bit short. Oh well.... there is next time. Watch out Susan's still on the lake.... or in it! Special thanks to Scotty, Linda, Claude and Jim.

Susan

CRUISER'S CORNER

David Stokely

We started in St. Thomas USVI at Charlotte Amalie and elected to go with a crewed charter instead of bare boating. A crew provides someone to cook and clean, and someone to be the guide and answer questions. Also we didn't have to do our own provisioning, deal with customs or be financially responsible for the boat. This was supposed to be more of a vacation than a challenge. This cruising narrative starts about mid week at The Bight on Norman Island, British Virgin Islands.

We got started early that morning tacking up wind almost the entire length of the Sir Francis Drake Channel for Virgin Gorda Yacht Harbor at Spanish Town. The north swell which was still rolling and the countering east wind combined for high water and challenging sailing. We encountered almost no traffic that day and made it into the marina by late afternoon. We had dinner that night at the Olde Yard Inn at the top of the hill to the northeast with a view of both Savanna Bay on the west and Handsome Bay on the east. Late that night we danced at the Bath and Turtle to reggae and calypso music.

An early morning hike to the baths allowed us an undisturbed visit to one of the most remarkable beaches anywhere. Large hundred ton granite boulders made from volcano cores called batholiths were piled high for a mile along the beach and a quarter mile up the hill. The trails wind among the rocks down to the water, over and under granite boulders as big as a house. The native vegetation, unblemished sand beaches and pools of turquoise water made this excursion

essential for anyone going to the BVI. We stopped at the top of the hill above the Baths at Mad Dog's. This was my favorite stop on the entire trip. Its a small beach and mariner type bar with an airy verandah all around and a view across the Sir Francis Drake Channel towards the distant Tortola. Old coral encrusted anchors are used for the stanchions on the front stairs up to the deck and the painkillers were the best ever.

We got under way late, tacking north and northeast staying mostly in the lee of Virgin Gorda. As we got blown off course near the top of Mosquito Island we watched a large yawl sail down from the north and enter Colquhon Reef Pass with the starboard rail still in the water. By the time we caught up to it again, it was two hours later and they had anchored, cleaned up and were heading for the beach at Biras Creek. It turned out to be an 82-foot Hinckley all wood, hand made and brand new, probably cost around 4 million dollars. We sailed around North Sound taking pictures of the bigger and better looking boats. The tall ship Sea Cloud was about 250 foot four masted square rigged classic built at the turn of the century. There was also a mega-yacht power boat about 150 foot with a Bell Jet Ranger helicopter on the fore deck and a large mahogany stair case leading down to the swim platform where there were two tables with umbrellas and a waiter wearing tails with a silver tray carrying drinks. We anchored by ourselves at Robin's Bay south side of the sound.

We motored over to The Bitter End resort in the dinghy, and walked around the resort. We had drinks at Captain B's Trading Post and listened to reggae by a steel drum band. We got back just before dark and had champagne in celebration for New Year's Eve.

