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# THE TILLER

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## From The Helm

*David Stokely*

There is a small home made artifact on top of the trophy cabinet called "Moon Glow". You know the one, it's off white with a small red wind vane on top and girly pictures on the side. The inscription found under the base plate says "Summer 1946 Hand Crafted by Vinnie Beakey". I imagine that there must have been a lot of changes to the club in those fifty two years since that trophy was put up there. At one time there were eleven houses on the peninsula, not one of them belonged to the club. Back then they didn't have the big boat ramp or the hoist. They didn't have any docks in the slough or segregated restrooms in the clubhouse. They didn't have any committee boats or any club boats or for that matter any fiberglass boats. They didn't have riding lawnmowers or a spar shed or sunfish dock or trailer parking or wet slips or a national award over the fireplace.

I wasn't here then but there are a lot of things they didn't have in 1946 that we use every day. I'm sure you're beginning to wonder, but the point is that all those things were provided by the membership. Mostly provided by the hard work of the people on the board of directors and a few others. When those people took their office, they promised to do the best job they could. They had pride in themselves and in the club, and they had responsibility of office and membership. When they saw what the club needed, it didn't matter how hard the work was, they did the best job they could. Now the results of that hard work are all around us.

Now we are ready to elect a new board of directors. Its time for new people to take responsibility and make commitments to do the best they can. The quality of the club activities for the next year depends on the quality of the officers that we elect. The improvements that we make to the club will be here for generations. Your responsibility as a member is to take a turn and do your share. Fifty years from now some new member will look at the contribution that you made and wonder what the club must have been like way back then.

## Big Weekend Don't Miss It

Saturday Oct. 24 and Sunday Oct. 25

Saturday

09:00

18:00

22:00

Lake Worth Cup

Commodores Party

Camp Out

Raft Up

Sunday

13:00

Annual Meeting

Elections of Officers

## Lake Worth Cup

The Lake Worth Cup will be sailed for on Saturday Oct. 24, 1998. This is a challenge race between the Fort Worth Boat Club and the Lake Worth Sailing Club; the trophy was deeded on July 31, 1937. The Cup was competed for regularly for many years. The event alternates sites with the winner holding the Cup until the next event. The races are usually team races as they will be this year. The races will be held at LWSC in S20's with three boats per club, each boat with skipper and 2 crew. The Schedule for the Event is as follows:

## Lake Worth Cup Race Schedule

09:00 Skippers meeting  
Draw for Boats  
09:30 Race 1 & 2  
12:30 Lunch  
Swap Boats  
13:30 Race 3 & 4  
Award the Cup  
Lunch and Race3&4 Times approximate.

## New Member Ballots

Two applications for membership are included in this mailing please mark your ballots and return #1 Britt & Kelly Feik

They have a son and daughter, Meagan (10) and Colin (7). They live in Arlington and own a Catalina 22 named AVION.

#2 Bill & Janie Derby

They have three children, Elizabeth (11), John (7) & Mary (1). They Live in Ft. Worth and own a Bolger Micro and a Hydrodyne.

## Grubbs Cup

*By Linda Holcomb*

The KC Kid Come Back

There were nine boats at the starting line Sunday @1PM for the Grubbs Cup. Rick Reichenbach and son George manned the committee boat and somehow managed to avoid heat stroke. The light, fluky breeze quartered from east to south and played havoc with sailing to the windward and jibe marks on both days. At one point the racers were sailing downwind from the windward and leeward marks at the same time.

Kevin Culver and Jack Speight on Hydromulch won the two races on Sunday and K. C. with Bill Mohr placed 2<sup>nd</sup> on Monday's race. (For tack by tack, unequivocal information contact Kevin) G. Scott and Adam Gillihan sailed a fine race on the M-20, 2 seconds on Sunday and a first on Monday. The race course was shortened after two and one half hours on Monday by RC Bob Ragsdale, THANK YOU BOB.

The celebratory punch was enjoyed by the racers(it was almost as good as Mary Jo's) and the leftover gumbo was a big hit for the supper crowd.

Skipper	Crew	Results
K. Culver	J. Speight, B. Mohr	1,1,2
G. Scott	A. Gillihan	2,2,1
J. Holcomb	G. Brandon	3,3,3
L. Mask	D & M. Stokely	4,4,4
G. Noyes		5,5,6
L. Holcomb	C. Dusing, S. Boggs	8,8,5
B. Feik	K Feik	7,6,d
K. Gross	JJ Gross	9,7,d
B. Feik	K Feik	7,6,d
S. Hannon		6,d,d

## Winter Series RC Duties

11/01 Jim Holcomb  
11/08 Carl Perry  
11/15 Claude Dusing  
11/22 Glen Brandon  
11/29 Lay Week  
12/06 Kevin Culver  
12/13 David Stokely  
12/20 Linda Holcomb

## Becker Series

The five race series turned into a two race shootout. Three races were cancelled, two for no wind and one for too much wind 35-40.

Four boats showed up for all five races and competed in the two. Kevin Culver with crew Jack Speight and Bill Mohr cruised into the sunset with 2 bullets.

The other boats competing were:

Larry Mask with crew David Stokely and Gary Noyes, Jim Holcomb with crew Linda Holcomb and Glen Brandon and Britt Feik with crew Colin and Meagan Feik.

## RULES CORNER

*David Stokely*

### THE WINDWARD MARK

When racing boats are approaching the windward mark and hope to round it on the required side they must understand rule 18. Passing Marks and Obstructions. Rule 18 is the longest and most complicated rule in part two, and so I am only going to talk about the windward mark in this article. Rule 18 reaches out from the mark to affect the outside boat, the boat clear astern or a boat tacking inside the two length zone.

Rule 18.2 (a) (When boats are overlapped at the mark) ... if the inside boat has right of way the outside boat shall keep clear ... if the outside boat has right of way, the inside boat is entitled to room... the obligation continues even if the overlap is broken ...

Rule 18.2 (b) (When a boat is clear ahead at the mark)... the boat clear astern shall keep clear even if an overlap is established later ...

Rule 18.3 ... if one of them tacks within the two length zone ... (a) she shall not cause the other boat to sail above close hauled to avoid her or prevent the other boat from passing the mark ... (b) shall keep clear if the other boat becomes overlapped inside ...

That's four different scenarios at the windward mark. For the first imagine two boats on starboard tack, one is on the inside (leeward) and has right of way, the overlap was established before they got to the two boat length zone. The inside boat can make a tactical rounding. She may want to sail wide before the mark and cutting it close as possible at the mark in order to get the leeward position on the way back downwind. This might allow the inside right of way boat to pass the other during the turn around the mark.

Now imagine two boats on port tack, overlapped, approaching the mark. When they are still far away, the leeward boat has right of way and can

luff the windward boat up to head to wind. When they get inside the zone the windward boat hails for room at the mark and leeward is no longer free to squeeze her out. Leeward is expected to go wide and windward has to round in a seaman like manner and not take a tactical rounding advantage.

Rule 18.2 (b) is talking to two boats on starboard with the one in front clear ahead at the two boat length zone. The lead boat begins to fall off to round the mark. The boat clear astern can't stick her nose inside and claim leeward overlap (a right of way position) or hail for room at the mark. She has to wait her turn or go outside.

In the fourth scenario, Rule 18.3 is talking to a port tacker approaching a parade of boats on the starboard layline. Port can "Lee Bow" anyone of them if she does so outside the zone, but if she tacks inside the zone she has no rights! She can't luff up a windward boat since that would violate 18.3 (a), also she can't then hold her course and force the overtaking boat to go below her and so miss the mark. Finally if the following boat sticks her nose inside they can luff that late tacker clear up to head to wind.

### THE LEEWARD MARK

Imagine two boats on a dead run, side by side, both on starboard, heading for the downwind mark. The boat on the left starts moving to the inside of the mark (to be left on port) and the boat on the right swings wide and gybes onto port. Left has right of way and drives port off the mark, and there by breaks Rule 18.4 Gybing. (The inside right of way boat when her proper course is to gybe, shall pass no farther from the mark or obstruction than needed to sail that course). The outside give way boat must keep clear and watch out for that gybing boom. The starboard boat has right of way until it gybes, then (as the inside boat) she is entitled to room at the mark.

The next two boats are both on port, the right is slightly ahead and leeward. Leeward has right of

way and swings in toward the mark and rounds smartly in a tactical rounding. That's when she breaks Rule 18.2 (a) (When boats are overlapped at the mark) ... if the outside boat has right of way, the inside boat is entitled to room... the obligation continues even if the overlap is broken ...

Two more boats are coming down the course single file, the first on port and the second on starboard. The first boat gets her spinnaker fouled on the take down, the stupid thing dangles over the side and wraps itself around the keel. The first boat crawls over toward the mark and the second boat comes screaming up on the inside hailing for room at the mark. Too bad! Rule 18.2(b) If a boat is clear ahead when she reaches the two length zone, the boat clear astern shall keep clear even if an overlap is established later. Rule 10 does not apply. ( When on different tacks, starboard has right of way over port.)

I can just see the guy on the committee boat pounding his head on the rail.

## **CRUISER'S CORNER**

*David Stokely*

It's my first official day as Commodore, New Year's Day, Thursday 01/01/98, so naturally we're going sailing. Loran picks us up at 4:30 AM. and drops us off at the airport. We didn't get much sleep last night and now we had to be ready for a long hard day of travel. Our plane tickets say nonstop but we still got diverted to Miami and had to change planes. We arrived at St. Thomas about 2:15 Atlantic time and queued up for a taxi to Red Hook.

The taxis there are almost always big vans and carry seven or eight passengers so you have to share. Red Hook is clear across the island to the east and is the ferry dock for passage to St. John as well as the British Virgin Islands. We got to see lots of the normal village life on the big island during the taxi ride and it's normal to see bouganvillas, trumpet vines and coral flowers everywhere. Of course everyone drives on the

wrong side of the road, and there were lots of real tourist traveling to St. John so it was crowded and chaotic. American Yacht Harbor Red Hook St. Thomas USVI N 18° 19' W 64° 51'

We stopped at the harbor master's office at Yacht Harbor and call up Captain Dave on the VHF. He acts surprised and delighted but we know he was expecting us by middle afternoon, we met him on B dock. We got aboard, changed clothes and before we could catch our breath, were off. On a regular bare boat you spend the first night in a hotel and attend the chart briefing in the morning, then after lunch you go over the boat checkout for a couple of hours before you can get underway. We sailed around Cabrita Point which is the far eastern point of St. Thomas and headed southwest to Christmas Cove on Great St. James. There we anchored in about 12 feet of water, and got adjusted to island time. Dave makes us "rummys", that's boat drinks made with local rum, tropical juice and fresh grated nutmeg. We try our best to calm down and relax, and at the same time catch up on the news as it's been two years since we've seen the "Glory". It's still New Year's Day so I have to go swimming. One has to be careful swimming here since there is a tidal current just outside the anchorage, but its worth it since this is the clearest water in the Caribbean. My GPS shows 2.25 Nautical Miles to Christmas Cove Great Saint James USVI N 18° 18' W 64° 49'. Friday 01/02/98 The next day we had hoped to go to the south side of St. John since we had never been there, but the winds were 20 to 25 kts and the swells were murder. It looked like it would be a few hours of beating to windward with horrible thrashing of the boat and crew so we decided to head back. We went back to leeward of Great St. James, right past Christmas Cove and around through current cut. We finally made it to the north side of St. John near the National Park and anchored for lunch in Maho Bay. 14.0 Nautical Miles Maho bay St. John USVI (private) N 18° 21' W 64° 44'.