
THE TILLER

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From The Commodore

Larry Mask

1999 – To The Millennium

For those of you that were not at our club elections this year (like me) you may not know that I was elected Commodore for next year. Traditionally the LWSC Christmas Party is where the soon to be Commodore gets to say a few words about what his plans are. Unfortunately I will be in England at that time and with you only in spirit. Actually I am afraid to go on this trip because I thought I might get "elected" to something else. (just kidding - I think)

My schedule for the next two months is:

01/05 - 02/03 England (I will make the January board meeting)

Comments For the Year:

First I would like to commend David Stokely for his tireless efforts on behalf of the club during the past year. I think he did a fine job. He, and a dedicated core work force, accomplished many improvements and maintenance items during the year.

David Stokely "IS" his only critic. Thank You, David!

Second I would like to say that I have the easiest job in the world next year. We all bought sailboats to enjoy. All I have to do is convince you to enjoy what you bought. I don't care whether it is racing, cruising, or just puttering around with it. We have a wonderful facility for sailing, good people to do it with, and all we have to do is just enjoy the sport. That sounds easy

enough doesn't it? You did all buy sailboats for a reason didn't you?

Racing:

There are people at the club that want an aggressive racing program and I endorse this. However there are those which are uncomfortable with racing or even afraid of it. It can be intimidating... all that maneuvering for the start... plus it does take a little practice on what to do with boats in close proximity. We will have racing classes during the year for those of you that want to learn.

I am going to leave the race schedule pretty much to the Race Committee and Fleet Captains. (Just let me know for scheduling)

I would like to request a couple of races sometime during the year:

1. Dam (Damn?) Race - to the dam and back.
2. Night Race - lighted buoys (Suggestions? Wednesday or Thursday nights?)

Cruising:

If you have no interest in racing, that is okay because I plan on many activities for the cruising crowd this coming year. We will have events such as:

1. Plastic Easter Egg Hunt on the water (Fishnet those Easter Eggs - small prizes)
2. Wine Rack Regatta (Everybody brings two bottles of wine for a central cache - cruise around the lake and first one back gets first choice on a bottle of wine, etc. There are no losers on this one.)
3. Moonlight Madness Cruises - Cruise out - Raft up - Relax (Wine? Cheese? Music?)
4. Kick Back Regatta - Goal is to stay in shouting distance (or waving distance) from each other and

cruise to the dam, raft up, eat, and cruise back at whatever speed you want. (Sort of a race back)

5. Man Overboard - Ever wonder what would happen if someone went overboard under full sail? Well, here is your chance to find out with people around to help if it goes badly. This is your chance to throw your "significant other" overboard!

For those that want to be a little more adventurous:

1. Sailboat Relay Race - with pass the boat cushion as the baton. (This sounds like fun)
 - a) Three boats per team (one lap per boat)
 - b) Boat cushion must be handed to the next boat and no throwing it. (Okay to sit on it)
 - c) Triangle course with the 3rd leg dead downwind
 - d) Cushion to be handed off in the last part of the 3rd leg.
 - e) Hand off must be downwind (keep going downwind until hand off then round mark)

2. Navigation Competition - small hard to see marks will be placed around the lake with the compass heading supplied from the start to first mark. The compass heading to the second mark will be on the first mark and so on. A staggered start will minimize following the leader. No Global Positioning Systems (GPS) allowed. (We will have a small class before the competition and if this works we might try it at night)

3. Man and Machine Competition - This is a crew efficiency and equipment competition and will probably be just auxiliary fleet. Everyone gets to the starting line and motors off (or sails down and covers on). At the start the crew raises the sails and off you go. Two mark race, twice up and down with an offset mark at the windward mark. At the end of the third leg before rounding the offset, you may stow all sails and start your motor. If you don't have a motor then continue sailing but your sails must be stowed when you cross the finish. (Let's see how good you are)

Your comments are welcome on any of these events.

Work Parties:

Lake Worth Sailing Club is a "self-maintenance" club and we must all do our fair share to maintain and improve the club. Although I am not planning an aggressive work schedule, we still need to take care of things. I think quite a few of you have been sliding by on the labor of others and I am going to try something new this year. Rather than having a huge work party day with too many people showing up, we are going to schedule small work teams with a team lead. The team will be assigned a small task and when you finish... go home or go sailing! If you have a conflict and can't be there I will try to swap you with a member of the next team. Remember it will be very obvious that you didn't show up.

One man can accomplish little, a few can accomplish some, but together we can do anything if we just decide to do it. Let's have some fun this century. They may not allow it in the next!

If you have any complaints or praise for the club please feel free to contact me via any of the following methods:

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Dollars & Cents

BY Jim Holcomb

Race Committee News

By Gary Noyes

CRUISER'S CORNER

David Stokely

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 hard 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'.

The winds were 15 - 25 kts and seas 7 - 9 feet in the Narrows, so we decide to motor around the point to Waterlemon Bay and anchor for the night. Waterlemon is in the National Park right next to Lienster Bay and the Annanberg Sugar Mill ruins. This was where we saw the fish bats catching fish, the last time we were here. 3.83 Nautical Miles Waterlemon Bay St. John USVI National Park N 18° 21' W 64° 43'

Saturday 01/03/98 After breakfast we headed for the beach and hiked the narrow trail up the cliff. Way up at the top is the ruins of a home belonging to a sugar baron from the Danish days and later

used as an orphanage. There are great views from here and we took lots of pictures of the bay, the "Glory" and the narrows separating USVI from BVI. There are lots of interesting cactus, thorn bushes and lizards and it's high enough to see the soaring sea birds from above. We hiked back and sailed off upwind in romping 20 - 25 kts and lumpy seas 7-9 feet. We had to drive against the trade winds and the current in the narrows and managed to outrun a Halberg Rassey 46 and a Catalina 37, finally we made the corner to Hurricane Hole on the extreme east end of St. John. We pattered around to Water Creek, and the trip meter showed 12.6 The winds were blowing like the southern ocean even though we had a high wall just to weather and should have been in the lee of a mountain. 11.3 Nautical Miles Water Creek Hurricane Hole St. John USVI N 18° 20' W 64° 41'

Sunday 01/04/98 we went swimming snorkeling in the red mangrove reef, lots of nice little iridescent fish and pelicans dive bombing the fish there. Martha tried out her new wet suit which matches the colors of the reef fish and chased a puffer up under the mangroves. She was trying to get it to puff up. The pelicans kept diving in after the fish and it gave me a tingling feeling between my shoulder blades when one speared a fish right by my ear. A large old school schooner named "Harvey Gamat" was anchored just behind us there in Water Creek. The crew was readying the topsides for a repaint and I took pictures. This boat is a large hundred foot barefoot cruise boat where tourist rent individual cabins. It had very old styling, all wood with tan bark canvas, gaff rigged. It's nick named "Heavy Damage" due to the tendency of the pilot to crash into the dock when they come into port.