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# THE TILLER

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## From The Commodore

*By Larry Mask*

### A Hornet's Nest

This has been an exciting year so far. I started my year by walking into a hornet's nest of controversy. Who is a club member, what is a club member, claims of sexual discrimination, what is a "person", community property claims, and generally many hurt feelings, anger, and threats. Gee, all I wanted to do was go sailing. Get a grip people! This is a hobby/sport and is something we are supposed to enjoy. The reason I joined Lake Worth Sailing Club was because it was a "laid back" atmosphere and a very inexpensive way to get a wet slip. There didn't seem to be any politics and everyone seemed to like each other. Bottom line is it was just a wonderful place to enjoy sailing.

Now let me express the situation and issues as I see them. The clubs "Bylaws" are a set of rules established so we can operate and manage the club activities. The bylaws state what fees may be charged and who can be elected to specific club offices, and who can vote. I have been told that our bylaws are virtually identical to Fort Worth Boat Club's bylaws. They seem to do all right.

Any member of your immediate family may use any of the club facilities, sail in any of the club events, and attend any function we hold. The things they can't do are vote and hold certain club offices. Simply put, one member - one vote. If you are a non-voting member and you want to vote or hold office then you have two choices; get an application and become a voting member or change the bylaws that we operate under. There is

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no discrimination as to gender, race, color, or creed and anyone can apply for membership.

I am actually part of this problem. A few years ago we needed someone to fill the position of "Asst. Race Committee" and there simply was not a "voting member" that was willing to take the job. Anna Whatley said, "I'll do it" but it was pointed out that Anna was not a "voting member"

and according to our bylaws could not hold that position. I said, "You got anybody else willing to do it?" and so Anna became Asst. Race Committee. She did a great job and we had a good year of racing. Once the precedent had been set it was repeated with Claude Dusing and Claude ended up doing double duty when the Whatley's moved to Kansas (RC and Asst. RC). Both of these people did great at these positions and put up with many "slams" that were unjustified. I would like to apologize to both of them for this controversy centering on their generous actions. They (unlike many at the club) just wanted to help.

At the last general election there was a committee formed to look at our bylaws and the possibility of submitting changes to the general membership for a vote. (Only the general membership can change our bylaws using the secret ballot method.) These proposed changes were sent to me for comment and although I was not on the committee, I did add "my two cents". There are a couple of the proposed changes that I didn't like the wording of but I felt that the full membership should decide how things should be not just a few. Therefore I was one of the signers for submittal to the presiding board. David Stokely accepted the proposed bylaw changes and ballots were sent out.

This was when the "fertilizer hit the air conditioning duct" because someone protested that one of the signers of the changes was not a voting member. Actually this did not invalidate the ballot because the bylaws state that by five "members" signing that the standing board was "required" to submit the proposed changes to the general membership within seven days. One member could have submitted these proposed changes and it would have been legal but without the seven day requirement. However, with all this controversy I felt some of the membership may have decided not to vote because they erroneously felt the vote was invalid. Based solely on that, I proposed that the results of the vote be rejected and it was seconded with the majority of the board agreeing.

Now to the question of who is a voting member... at the last board meeting the question was heatedly raised and the general consensus was it is the person who signed the application for club membership. It was stated that because some of the ballots for membership were sent out with both names appearing (Member and Spouse) then both are members. I do not feel that listing both was the right way to do that. It should be just the name that appears on the application with other interesting information supplied separately. I also feel that just because both names appeared on the ballot those people are not entitled to two for one voting privilege. If you want to vote or hold office, then start paying dues.

Once again I would like to apologize to those that held club positions incorrectly and to the general membership. The board members should not go against the bylaws just because we think it's the right thing to do. When controversy like this breaks out the only thing we have to fall back on are our laws to operate under. I know that we will lose membership over this and for that I am truly sorry. This was dumped in my lap when I took this high paying job. I have tabled these proposed changes to give a little cooling off time before we talk about this again.

**Remember people the object of this club is to sail our boats and have fun.**

## **Race Committee News**

*By Gary Noyes*

### **Frost Bite Results**

Place Skipper/Crew	Time
1 C. Dusing/G. Scott	72.33
2 J. Holcomb/L. Holcomb, G. Brandon	75.61
3 K. Culver/J. Speight, G. Hallmark	76.69
4 D. Ludden/G. Noyes	85.90
5 T. Matheus/	94.71
6 S. Boggs/D. Boggs, JJ Gross	DNF

### **Frost Bite or Lake Worth Monster Bite?**

Well, this was going to start out to be a great year sailing. Yes, I have worked foredeck, played a middle man but this year I'm going to drive the Santana 20 myself. It took two years to talk my Dewey into sailing with me again. Last time we ended up rolling the Sunfish together in 15-knot wind. This time would be different. I had studied Linda on racing starts and knew exactly how to test the line to get off to a great start. We did very well on the trial runs. Gun blows and I decide holding back was safer than crashing the committee boat or my fellow catamaran competitor.

Wind was blowing, sun shining and Susan sailing. All in all going pretty good and we had a great view of all the other sailboats in front of us! We were in the middle of the lake when the wind filled our sails, boat was moving and then we kept moving and the boat stopped. My poor Santana was caught by the Lake Worth Monster. We continued to sail round and round in a circle, going nowhere. I suppose you could say we were pivoting. Frostbite not too bad, But Lake Worth hooked was disappointing. Thank goodness the web page only showed our backside views instead of our faces. I'll try again in another couple of years and with a fuller lake.

Happy sailing! Susan Boggs

### **Entertainment News**

*By Grace Young & Company*

#### **Blue Moon Sail & Pot Luck Supper**

Friday March 26, starting about 6PM there will be a Pot Luck Supper and a Sail by the Light of the Blue Moon.

Come and join the fun, We are going to get together for a pot luck dinner and for those interested a sail on a moon lit lake. Volunteers

who are interested in joining the ever popular clean up crew can call Grace Young at 488-0867. Now if this proves to be an unpopular option then the unlucky victims will be chosen by the drawing of straws after dinner.

### **Secretary Treasurer Report**

*By Jim Holcomb*

#### **Board Meeting**

February 7, 1999 @ 1pm.

In attendance were:

**Glen Brandon** - Vice Commodore

**Gary Noyes** - Race Committee

**Sean Hannon** - Asst. Race Committee

**Jim Holcomb** - Secretary Treasurer

Fleet Captains:

**Bob Young** - Auxiliary

**Dan Ludden** - Sunfish

**Grace Young** - Entertainment Chairman

**Linda Holcomb** - Newsletter Editor

The meeting was held on the patio because it was a glorious spring day in February. Reviewed the Race and Event schedule and moved some events because of conflicts. Moved a spring race from Easter Sunday to Apr 25, Moved Opening Weekend to May 1 & 2 and added three Moon Light Cruises with Pot Luck Suppers on Friday Mar 26, Apr 30 and May 28. The Board voted to change the Board Meeting to Noon instead of 1PM, all agreed. Because it was such a nice day everyone decided that was enough talk for one day, meeting over.

### **Acknowledgments & Accolades**

*By Linda Holcomb*

#### **Chili Cook Off Winners**

After the Frostbite Race there were 9 pots of chili to be judged and enjoyed by the daring and brave.

Grace Young coordinated the effort and picked out some fine wine as prizes as well as an ample supply of Tums and Roloids for the judges. There seems to be a budding chef in the family; her son Josh walked away with "first place".

First Place Josh Young (Ten AM Tequila)  
Second Place Linda Holcomb (Nine AM Cajun)  
Third Place Jim Hannon (Secret Mix)

Thanks to the Judges  
Tony Elvington, Tim Matheus & Tim's Crew

### **Chambers' News**

As you read this newsletter, the Chambers family will be basking in Hawaii, enjoying the trip made possible through "Make A Wish Foundation". Kelley's wish is to "swim with the dolphins" and Chase wants to see some sharks and build sand castles.....What Fun.

### **New LWSC Home Page**

Cleatus Wallis has the new Home Page up and running. If you haven't seen it yet go check it out you might even find your picture there if you have been out to the club lately. She is always looking for new information, if you have something for the site E-mail it or Snail-mail it to Cleatus. Good job, keep it running the address is <http://home.att.net/~lwsc/>

### **Cruiser's Corner**

*David Stokely*

#### **Last Leg of the Tale**

Wednesday 01/07/98 We killed the morning reading and waiting on the jib. Then we got lazy and motored around to North Sound very near Saba Rock, to pick up a mooring called fish trap. We watched the wind surfing Mistrals bomb

around in the big wind there and had lunch. Martha complained about the cold wind funneling through Saba Gap, so we motored over to Robin Bay North Sound. That anchorage is much quieter but not much warmer or less windy so it isn't much better. Capt. Dave and I gave a big sigh and we motored over to Bitter End. On the way there we raced a Kady Krogen 38 to the last sheltered mooring. I'm on his starboard quarter and so naturally I used my right of way and shoulder him aside. The mooring is in close to the wall and we told Martha that that's the best we can do for wind, since we're already back winded. We took the dingy into the Bitter End Yacht Club resort and bought T-shirts and souvenirs and ear rings, then walked around the resort. Dinner was aboard and that night we watched the stars and the big mega yacht Renegade trying to dock for hours. 8.60 Nautical Miles to the Bitter End Yacht Club North Sound Virgin Gorda BVI N 18° 29' W 64° 21'

Thursday 01/08/98 It was Thursday again, You really have to be here a week before it starts to feel relaxed "down island". Martha tried her hand at sailing in North Sound since the sheltered waves are small and the wind is steady. She sailed pretty good for a rookie on her fourth charter. We went back and forth across the sound until Martha got used to each point of sail, I was just happy she didn't sail backward.

I got out my Garmin 12 GPS and the chart and set a way point for the Anegada outer marker. Then I plotted a route there from North Sound. The Anegada Reef is one of the seven wonders of the Caribbean, it's a very shallow and broad reef lying twenty miles from the nearest island. There are thousands of ship wrecks lying in shallow water in various stages of preservation. It's at the end of the famous Anegada Passage from Sint Maarten. That passage is one of life's major milestones for us old salt shellbacks. Looking out across the open ocean it was all I could do to stop myself from turning the wheel hard over and trying for it.

We tracked across the open ocean and its mostly a beam reach with Auther the auto pilot driving the boat. Martha and I watched the GPS and looked hard but didn't see the marker until we're half a mile from it. We're just in front two other boats into the inner reef and there was only three more moorings left. No room for the anchor and its blowing force 6. In order to stop the boat, pick up that mooring and tie off, you had to be quick as a calf roper at the national finals, I got a standing ovation from the sailors on two different boats.

The water near Anegada is a thousand shades of turquoise, and the wind that day was howling through the rigging like the hounds of hell. I had sort of mixed feelings about being there and worried about Martha getting cold. I got a nice picture of the schooner "Spirit of Anegada" a wooden gaff rigged schooner that does day trips. We radioed in to the Anegada Reef Hotel and got the last two lobsters ordered for dinner, Capt. Dave had to settle for the fish but then got to clean up the lobster that Martha didn't finish. Lobster tails there are about two pounds each and there are two per order. It doesn't rain much but its still a hairy dingy ride in through the surf and wind to get back to the boat. 20.9 Nautical Miles Anegada Reef BVI N 18° 43' W 64° 23'

Friday 01/09/98 The wind was still blowing dogs off chains and were hanging on by our finger nails. We watched the first two boats start across to see what they were wearing in the way of sails. One looked to be headed for Jost Van Dyke, which was a very broad reach so he didn't reef. The other wasn't on his ear so maybe it wasn't as bad underway. I had to try my navigation again and set a waypoint for Towing Point then set a trace route on the GPS. Capt. Dave drove and immediately got set to the right by the current. He had never seen a GPS give any more than just location, but he well understood that your not always going where your pointing. I gave him corrections for the track and heading and we got there in about 2.5 hours, double reefed.

We tucked in behind Great Camanoe island and cruised down in the lee. The plan was to have a lunch stop in Lee Bay and decide what to do after lunch. It was a great spot and is never crowded even in high season, this day there was only one other boat. The cove there is well protected from wind waves and traffic, and is just around the corner from the channel to Trellis Bay or Maya Cay. We can see two summer houses way off up on the ridge and about seven different islands around the compass. I took pictures and went swimming over by the big rocks. Its a good spot for rocks. The name Dogs, which you see everywhere in the islands, comes from the barking sound the waves make when they slam into a small cave on the cliff. If you see Dogs on the chart, don't try landing there in the dingy. By lunch time the other boat weighed anchor and went west. A whole afternoon of the place to ourselves convinced us to spend the night. Capt. Dave felt generous that day and spent hours making his special lasagna and home made bread for dinner. 17.8 Nautical Miles Lee Bay Great Camanoe Island BVI N 18° 28' W 64° 32'

Saturday 01/10/98 A perfect day in paradise. I sailed her out and around Guana island to the west and we took up a course to Jost Van Dyke. The downwind sailing was easy and pleasant, I'm in the groove, so this is our best chance to let Martha practice driving wing & wing. She did pretty good but eventually did an unexpected jibe. Capt. Dave suggested that she needed more downwind practice. So I got to drive again, splitting time between wing & wing and port tack broad reach, (the technical term is tacking across a weak spot in the polars) and we went over to Sandy Spit.

Sandy Spit is the prototypical tropical deserted island paradise. Its a small island no more than eighty yards wide counting the sand and twenty yards across. The center is shaded by coconut palms and sea grape trees, surrounded by a clean fine sand beach that sparkles bright white in the sunlight. To windward is a huge horseshoe reef protecting the island on three sides and the water is as clear as the aquariums at Sea World. The

water on the lee side is the color of the pool at the dive venue at the Olympics. I've seen more pictures of this beach than any other in the entire Caribbean. As you might guess, it attracts a lot of swimmers and beach walkers, especially during high season. We had lunch and watched the swimmers.

Soon enough we headed off for White Bay, on Jost Van Dyke. We got anchored up close to the beach on the east side trying to avoid the swell coming around the corner after us. If you look at a chart it looks like this bay would be well protected from the trade wind swells, but the gentle curve of the island leads the swells around the point like they were on a traffic circle. There was a large party over at White Castle beach, about a hundred people brought in by huge charter cats. They had a PA system and must have been giving a corporate team spirit speech. We took the dingy all the way back to Great Harbor and headed for Foxy's. The ride was a little wet from the chop but not too bad. We hung out at the bar and bought "pain killers" and listened to Foxy sing calypso. To make "Pain Killers" In a shaker without ice blend 2 oz of Rum, 1 oz cream of coconut, 4 oz pineapple juice, and 4 oz orange juice, shake well. Pour into a tall glass filled with ice, decorate with a cherry and a slice of orange then grate some fresh nutmeg straight from the nut with one of the special nutmeg grinder tools.

Next door to Foxy's bar is his trading post, we bought post cards and T-shirts and patches and what ever else he had. Our arms loaded with Carib colored treasures we braved the dingy ride all the way back to White Bay. One big power boat managed to squeeze in between us and the beach and later a live aboard sailed in and parked on our exit route. This is our last night, so I packed up as much as I could. 15.2 Nautical Miles White Bay Jost Van Dyke BVI N 18° 26' W 64° 45'

Sunday 01/11/98 Martha sailed the boat this time, after we got off the shelf, off we go for Red Hook. She sails much better on a beam reach. A heavy rain cell climbed through the pass on St. John and

crossed in front and a little left so we curved to windward and waited for it to pass. Then when it looked like we were clear and got going again, it headed right for us. Low visibility, pouring rain and not much wind drove us to a huddle under the bimini, so we gave Martha a compass course for the windward passage. Martha wasn't sure of her compass following and since we were heading right for the rocks in the Durloe Cays we didn't need any deviation, so Capt. Dave drove through the rain. When we popped out on the other side there was very little wind and we let Martha motor sail her into Red Hook. That was the first time Martha drove a sailboat on a passage across an international border.

We picked up a slip at C dock and walked next door to the ferry dock. There we caught a taxi ride and its off to the airport. We went through customs and bought some more T-shirts in the terminal and this time its off to Miami. We lounged through a long delay there waiting for a storm to settle down in Dallas, finally its off to home. Lorrin picked us up around 10:20. I took the next day off and caught up on my chores. 12.6 Nautical Miles back to American Yacht Harbor Red Hook St. Thomas USVI N 18° 19' W 64° 51'

Total this trip, 145 Nautical Miles 10 nights