
THE TILLER

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Lake Worth Sailing Club Est. 1935

Apr-May 1999

From The Commodore

By Larry Mask

Back to Limy Land

Larry is back in England, this time at the end of the work trip Peg is going to join him for a few days of vacation. His column will return if he does not forget which side of the road to drive on.

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Race Committee News

By Gary Noyes

Sunfish Fleet

It is finally getting warm enough to get wet, so its time to clean up your Sunfish and sail. Sunfish races are starting on Wednesday nights. Skipper's meeting at 6:30, race as soon after as possible. We will keep track of these races and there will be an award, but this is very informal and is a good place to learn to race. Don't let racing scare you, it's a lot of fun. Hope to see you all there. Dan Ludden

Racing Around The Buoys

Claude Dusing with crew Mark Witte competed in the Annual Black Tie Regatta on Lake Ray Hubbard. They had a great time and raced all the races, including the race for shore Friday when the storm blew all the boats off the lake.

Santana 20 Clinic

Saturday, May 29th, 10a.m. – 4p.m.
Come join us for a sailing clinic with fellow sailors from the Rush Creek Yacht Club. Anyone who is interested in learning more about sailing a Santana (or sailing in general) is invited to come. This will be a very informal event, starting with the basics, breaking for lunch and then continuing with on water/off water sessions, as the day permits.

Lake Worth Cup

Cup time is upon us again, this year there are going to be two race dates. The first is June 12th at

the Fort Worth Boat Club, the second will be on Oct. 23rd at Lake Worth Sailing Club. Total points from both race dates will decide the winner. Start forming you teams now and come out on Thursdays to practice.

Vice Commodore News

By Glen Brandon

West Dock Construction

The Work Party was a huge success with 18-20 workers on Saturday and 10 on Sunday. The 140-foot section was framed and in the water by 11:30 and after lunch the crews split up and decked the section and started pulling posts and moving boats to replace the old section. On Sunday, the crew finished pulling posts and removed the old and installed the new section. Thanks to all those who worked so hard, you know who you are by your aching muscles.

There is one more 24-foot section to build as well as water, electric, posts and fingers. Small work crews will do this work and the clean up of the old dock section and the ramp in the next several weeks. Check the list of things to do posted at the club.

Entertainment News

By Jim Hannon

Pot Luck Dinner

The following people attended the Pot Luck Dinner Friday night at the Lake Worth Sailing Club. We had a good variety of foods as most of the dishes were of the Mexican flavor. Everyone had a great time and a few margaritas, “well maybe more than a few”.

Jim & Linda Holcomb, Bob Ragsdale & Cleatus Wallis, Grace & Bob Young, Dannie & Jim Hannon, Gary Noyes & Pam, JJ & Kevin Gross,

Mike & Wesley Butler, Dave Dillingham, Kevin Culver & The Duck

Thanks to Kelvin for cooking the Ribs and Brisket for dinner Saturday

Thanks to Grace Young for planning and setting up for the dinner both nights.

Killer Duck

By Jim Hannon

Kevin Culver & The Duck

The following is a true story: AKA Attack of the Killer Duck!

Kevin Culver bought a new smoker and tried it out at the Opening Weekend at Lake Worth Sailing Club. When I arrived at the club Kevin was busy cooking the meat in the smoker. He proceeded to tell me about what had happened while setting up to cook. It was dark in the kitchen and he needed some items to use to prepare the food. He entered the kitchen and opened the top sliding cabinet door. When the door opened, he was hit in the head by a flying object. After recovering from the blow, he found out he had been attacked by a duck, one with an “eleven-foot” wing span. The duck had Kevin cornered by the kitchen door and the door was locked from the outside. Kevin was trapped and fighting for his life with the “killer duck” still on the prowl. At this point, he had to protect himself from the duck and grabbed a cast iron frying pan and started swinging. Kevin tried to get around the duck and was attacked by the killer duck as it went for the head again. He finally got passed the duck and went back to cooking the food on the smoker.

After Kevin explained what had taken place earlier in the day, I went into the clubhouse to look for the killer duck and there was duck crap everywhere. (I suspected some of it was from Kevin also). I opened the cabinet doors very carefully and saw no duck, or any trace of it. Kevin came into the kitchen to find a pot that would work for basting the meat. He started to remove a pot from the cabinet and guess what, the

duck came out at Kevin. I never saw anyone move as fast as he did then. I opened the door to the outside and helped the duck depart the kitchen for the wild blue yonder.

Oh, the wild duck with the eleven-foot wing span weighed about five pounds and had an estimated wingspan of twenty-four inches.

There is never a dull party at the Lake Worth Sailing Club.

Secretary Treasurer Report

By Jim Holcomb

Board Meeting

Informal meetings were held due to holidays and board members out of the state and country, the June 6 Board Meeting will be at 12:00. Be there!

Acknowledgments & Accolades

By: Linda Holcomb

Congratulations Graduates!

Courtney Culver, daughter of Kevin and Sally Culver, graduates from U.T. Austin, with a B.A. degree in Corporate Communication. She will be pursuing her career with a law firm in Dallas.

Kelley Chambers and family went sailing at LWSC for the first time in one and a half years on April 11th. Lookin' good!

Martha and David Stokely resigned from the club and are at West Bay Marina on Eagle Mtn. Lake. They joined us for Opening Day Dinner.

Michelle Lilley's recent artwork is on display at the Handley-Hicks Gallery, 6515 E. Lancaster, May 8-June 12. Jim and I went to the May 8th reception and talked with Michelle about her "Frescos". Her visit to Europe last summer and

the photographic memories she brought back home inspired them. Jeff was a proud husband, hosting this "first" professional show.

Commentary

By: Linda Holcomb

Sundance Cup: FWBC April 14-17 1999
Women's Match Racing Clinic and Regatta

I was privileged to attend this U.S. Sailing Association (ISAF Grade 4) event taught by Betsy Alison (who is currently ranked 1st in the U.S. and 2nd in the world in Women's Match Racing). Some of her other accomplishments include 5-time Rolex Yachtswoman of the Year and reigning Rolex International Women's Keelboat Champion for the 5th time. She is widely recognized for holding title to 22 national, international and world championships. My immediate impression was a sense of being in the presence of a woman with extreme expertise and immense confidence and enthusiasm. (This was prior to reading the profile provided in our packets). I was not disappointed, this woman could teach for hours without losing the attention of anyone fortunate enough to be in the same room. The clinic was billed as an on-the-water/off-the-water event; however, due to the high winds, the majority of teaching was indoors.

Match racing is a team effort and a four-person boat is preferred so that you have a skipper, tactician, trimmer and foredeck. For every pair of boats racing, there is an umpire boat which stays close to the action and rules immediately on any infractions. The match racing start sequence is 10 minutes; however, it differs from the fleet racing signals we're all used to. For example, at the starting signal – no flags are up. The standard course is: START-Windward-Leeward-Windward-FINISH; all marks are rounded to starboard; the length of the course is between 20-25 minutes. The length of the starting line is 28 seconds. The two competitors cross and clear the starting line, the first time from the course side to the pre-start side. A series of "dueling"

maneuvers takes place to gain advantage over your opponent at the start. In the second Round Robin, I witnessed some pretty exciting boat handling. In one scenario, the two boats were circling together clockwise 8-10 times and then one boat broke loose from the circle. The skipper somersaulted overboard (hand still on the tiller extension) and was immediately pulled back on board (no harm done) and minutes later won the start and the race and most likely, the Cup! The clinic presented a whole new area of racing and proved to be an educational, inspirational, delightful way to spend a few days (away from work).

Lake Worth Sniper

The Official Bull Sheet LWSC

Hamp Cottar

A Founding Member of LWSC

Commodore 1935-1938

EDITORIAL Selecting a Crew

It has been my misfortune, in my many years of sailing the Seven Seas, to have crews of doubtful character sign on my ships. Truthfully, had I not been a skilled swordsman at close quarters and a dead shot with a flint pistol at thirty paces, I would not be here to pass this advice on to you. Many is the time I have held a mutinous, rebellious crew at bay for hours until port was reached and the culprit placed in irons. It may mean the saving of a life aboard ship if you will but follow my instructions on selecting a crew. At any rate, this should be of some value to you: Select your crew with care.

Choose someone smaller than yourself, or at least someone you know you can lick.

Never pick a talkative person.
(This type invariably gets sassy at sea.)

Get someone who cannot talk at all.

Be sure he can hear.
(This is extremely important. Whatever your language, it is certain to speed up the boat.)

Always blame the loss of a race on your crew.

Blame the crew for everything that goes wrong.
(This is where the value of a crew smaller than yourself is evident.)

Get a boat that does not require a crew at all and save yourself all this mess.

Maritime law states clearly that mutiny on the high seas is punishable by hanging to a yardarm, and I think it is high time the Skippers band themselves together to see that this law is observed.

Captain Bligh Cottar
(Alias "The Crew-killer")
December-1938

Buy, Sell & Trade

By Trader Joe

Boats for Sale

Melges MC Scow with Trailer \$1,100 OBO
Adam @ (817) 367-3349

O'Day 22 \$1,800 OBO
Adam @ (817) 367-3349

Santana 20 Wing Keel #686with Trailer
3 Sails No Spinnaker \$10K
Jim (817) 249-2237

Chrysler 22 \$2,000 New Main & 150
New Bottom Paint
Joel (316) 755-2888