

# TYC SPYGLASS

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A Monthly Publication of Tammany Yacht Club 1194 Harbor Drive Slidell, LA November, 2006

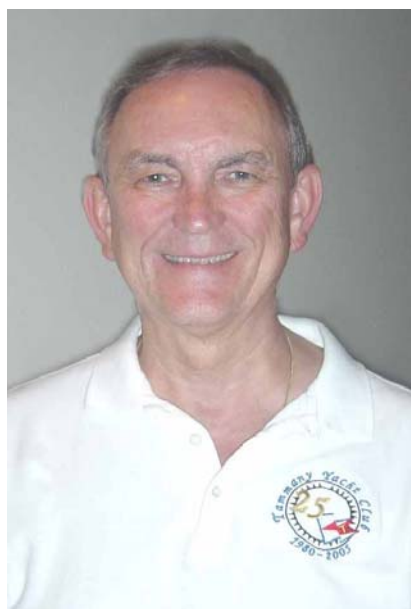


Upcoming November and December Events:  
11/13 Deadline for Palmetto's Reservations  
11/13 TYC Board Meeting  
11/21 TYC Party at Palmetto's  
12/2 Mark and Judy's Celebration  
12/3 Nutcracker Ballet at Harbor Center  
12/10 First Mates Christmas Party  
12/16 Christmas Boat Parade

Check pages 6 and 7 for more pictures and a wrap up of the Go-For-The-Ghouls party. A great time was had by all, I know, I've seen ALL the pictures! Pictured here are Dave and Hetty Barnes, Carl and Nancy Ritzmann, Danny and Gilda Green, Jean and Dick Almos and yours truly.

Happy Fall, Kelley





## Commodore's Corner

\* \* \*

Things are happening at TYC! Flooring work is ongoing downstairs with TYC to follow. We could possibly occupy the Club by year's end! The Bill Watson Series is keeping the Race Committee and the support team busy with weekly competition. Thanks again to all who make it happen.

Our First Mates got into the holiday spirit with their *Go For The Ghouls* event. I'm sure Brenda Fulkerson will have more to say about that. Speaking of fun events, Val Monahan is organizing a TYC evening out at Palmettos Restaurant on November 18<sup>th</sup>. Val and Charlie Purvis will collaborate on a Grand Reopening Party for TYC whenever the big event finally happens. I hope many of you fun loving members will help with the preparations—more hands make the work easier.

Dodie Jones is organizing a TYC Reopening Shower. She will publish a list of "stuff" that is needed to reopen the club. We will have a party for everyone to bring their donations to the club. Watch for more details about the Shower.

The November Board Meeting will be at my home at 1900 hours (7 pm), Monday, November 13.

See you soon at our TYC club house.

*Harley McPeck*

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Race Committee	Steve Jones
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GYA One Design Council	Kevin Blank
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LPRC (TYC Activities)	Tommy Thompson
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Club Manager & Rental	Dodie Jones

### Deadline for submission to the

*SpyGlass is the 24<sup>th</sup> of each month*

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## NOTES, NOTICES and PICTURES:



Tammany Yacht Club member Dr. Alan Coulter proudly receives his new boat "Toucan Jack", a 20' Shamrock Pilot House that he and his wife, Emilie, look forward to using with the club. Alan and Emilie also have a 30' Catalina "Toucan Two". Alan has recently installed two super docks at his home in Clipper Estates where both boats will berth.

Thanks to Judy for this news, pictures of Dr. Coulter's new boat, and our club, on the mend!

Also, many thanks for the party invitation which Judy asked me to extend to all club members by publishing it in the Spyglass. Sounds like a great start to the Christmas season!

**A Note From June Collins: Please ask folks to email me if they want to be sure of getting all the news about what is happening with the First Mates and as much of the other news as I know it. I will try to keep folks informed but I need to have their emails in one current batch. I understand that a number of people didn't get the updates on the "Go for the Ghouls" and, hopefully, this way the list will be current. Please email me at [collins103@earthlink.net](mailto:collins103@earthlink.net).**

**TYC ! PLEASE JOIN US !**

**Saturday, December 2nd - 7 PM**

**Clipper Estates - 1605 Vela Cove**

**Mark and Judy Konos**

**Food, Drinks,  
Dave Rudon band**

**WE ALL DESERVE TO "CELEBRATE"**



**YOUR CLUB NEEDS YOU!**

**THE FIRST MATES NOMINATING COMMITTEE IS SEEKING FOR NOMINEES FOR THE VICE PRESIDENT AND SECRETARY POSITIONS. PLEASE VOLUNTEER TO SERVE ON THE BOARD, AND SERVE YOUR CLUB AT THE SAME TIME!**

**FOR MORE INFORMATION OR TO VOLUNTEER PLEASE CALL ANY NOMINATING COMMITTEE MEMBER:  
Val Monahan, Mary Brisbi, Kelley Richardt**





### Go-For-The-Ghouls!!!!

First of all, I want to thank June Collins for the CD of photos that she brought to our house the day after the Go-For-The-Ghouls event, she really saved the day for this Spyglass issue!

Witches and Warlocks, Ghosts and Goblins all had a great time at the First Mates' Go-For-The-Ghoul contest / party. The Festivities began at JB and Jim Ilgenfritz's where members attempted to put a remote control rat through the maze of bones to reach the skull first. Gilda Green won a Halloween door mat. The contestants traveled by land and by sea to the next stops. Kenny and Carole LaNata served brownies, cider and sponsored a 50/50 contest, which was won by Hettie Barnes. Jean and Dick Almos sponsored a "guess the jelly bean" contest, the winner was lucky Jan Pecunia with a guess of 530, closest to the actual amount of 582. Jim and I had a spider tree with 41 spiders scattered and hidden on it, Nancy Ritzmann won the "bouquet" of Halloween grabbers for her winning guess. Brenda won the high poker hand, and Jeff Hebert won the low hand, both donated their winnings to the First Mates. The best costume (see picture) was Mary Pat Landry winning a remote control rat.

I would like to join the rest of the First Mates and our contestants in thanking the host houses and Brenda Shiffer (who cooked the wonderful beef).

Hope you had a Spooky Halloween, Kelley Richardt











## RACE COMMITTEE UPDATE

The Bill Watson Wednesday Night series for 2006 has been completed! As we approach the end of this sailing season, NOYC and SYC have already held their closing ceremonies; our club's boats are being delivered to Pontchartrain Yacht Club to compete in the Annual Lake Pontchartrain Racing Circuit (Oct28-29 and Nov 4-5).

This year's series was casual, since we had no clubhouse we charged no fees and had no trophies just a few sailors who wanted to go out and compete. Kenny LaNata has been sailing his new Pearson Flyer "Weather Witch." Kyle Bowser has been sailing his C&C 34 "Kokopelli." Wayne Jablonowski is sailing his new Corsair tri hull and we have a new entrant Sandy Stone, who brought his Pearson 32 "Bali Hai", PHRF 183, to sail non spinnaker.

Special thanks to Bobby Tassin for volunteering to act as committee boat for this series. Bobby, assisted by Jackie Boehm, comes out with boat, flags (such as they are), and marks and sets up great courses for us. Mark Palermo and Karl Boehm have made appearances and help as mark set so thanks to them as well.

We actually sailed five races: The first was an unofficial pre season race because it wasn't published. The second had to be abandoned due to the wind dying. In week five Kenny wanted to try a smaller headsail and asked for a provisional rating change so technically we shouldn't score him in that race, although with the provisional rating he did beat Kyle. There was also one race that Kenny couldn't make. Last week we cancelled due to thunderstorms.

So the final results are: Sandy wins the non-spinnaker class, Wayne wins the multi-hull class and Kyle takes the spinnaker division with Kenny taking second.

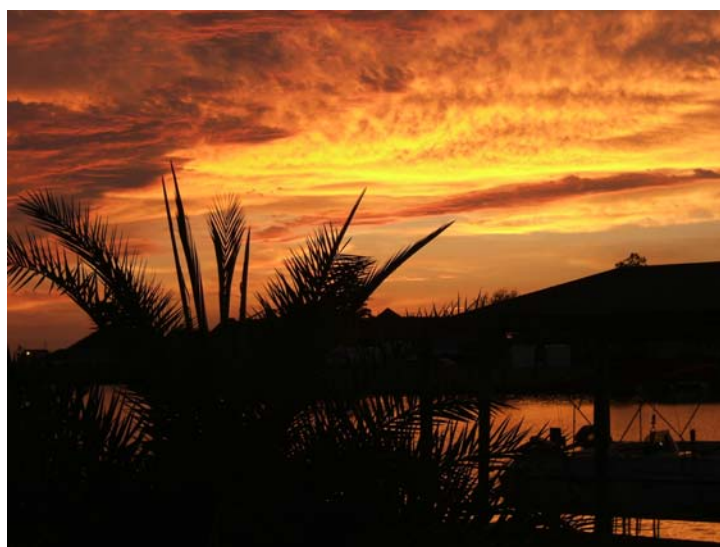
Race Committee Chairman, Steve Jones



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Thanks to Gilda Green for this great sunset picture. This one, along with the one on the front page, were taken from the Green's backyard. Gilda said she took this picture after their cruise, and that it beat any sunset they saw on the islands!





## Have A Nice Trip; See You Next Fall.....

Ahh fall. Three or two of the nicest days in south Louisiana! Somehow my thoughts of fall (and probably some ETOH effect) lead me into the theme of this nautical health column – accidents and incidents aboard ship, more to the point, preventing falls and other injuries. Afloat more than on land, an ounce of prevention is worth a ton of cure. Onboard ship, one may not have ready access to medical treatment. A simple fall from standing position can easily end with broken bones or in a case of blunt head trauma, even death. Any of these scenarios at a minimum can ruin your day.

Let's start with the most important part of the onboard experience, the people. Experienced crew know the rule: regardless of the task, setting or circumstance, keep one hand for yourself. Always protect yourself first; even in a MOB situation. The last thing needed in an emergency is another injury or another MOB. Whatever the task at hand is, talk out your plan so everyone knows going into it their individual role and the role of others and the timing of it all. Once into the sequence, engine noise, high winds, unexpected wave or wake action may preclude effective communication. The best crews are those that have had the luxury of time together and knowing the steps to the dance. On the race course, the best boats are the quiet ones. Talk about your plan and try to stick with it. Hand signals are an important tool onboard, so work them out with your crew so all agree on what means what.

Consider your dock, deck and below-decks layout and seek out potential hazards and eliminate them. Secure deck boards and dock steps. Remove lines, etc in the path of ingress and egress. Do your steps have non-skid? Sailboats with their myriad lines can easily be tidied up by using mesh bags attached to the cockpit and deckhouse structure where lines can be stored. Educate your guests and novice crew on what to expect. All boats are subject to significant and at times unexpected pitching and rolling from waves and wakes. On power boats, announce in advance when you plan to throttle up from a dead stop so your crew can get a handhold and secure positions. Sailboats don't have that

issue but a swinging boom to the head can knock a drunken sailor slap out or worse, back into reality. Loose clothing, rings and watches can be snagged by lines running out under pressure which can be intense and injuries can be severe. The aft end (clew) of a luffing sail usually has sewn in D-ring which turns into a weapon at moderate wind speed when whipping to and fro. Steer away from the wind to de-power the sail and if need be, gather it in from the tack.

When leaving or approaching a dock ensure that all know to not attempt to avoid collision by using a hand or foot to fend off. Using a fender with a generous length of attached line is much safer and if the fender gets squashed, it probably won't sue. Nobody should attempt the Errol Flynn leap to the dock upon approach. You miss the landing (over or under) and major pain is in your future.

Below decks there are similar risks and some unique ones. The bottom line here is use a mental check list to avoid problems. At dock or underway in calm conditions, it's just like home. However, think about turning you kitchen and living room at a 45 degree angle; that 60" TV and cabinet full of china become weapons. The hot food on the stove – ditto.

Use worst case planning. Stow everything securely. Check that drawers, doors, etc are locked into position. Encourage your crew to keep gear bagged or otherwise securely stowed when underway. Cabinet surfaces should have fiddles and all interior fixtures such as microwaves, TV's should be screwed or strapped into place and books, bottles and utensils properly secured or stowed.

On-deck openings can also pose a serious danger. An open hatch on a busy foredeck where crew are occupied handling dock lines or sheets or sails is an accident waiting to happen. A loud and clear announcement to all in the area should be mandatory when a hatch is opened. If possible have a crew stationed in or at the hatch until it is closed. Likewise for a sliding companionway hatch that is usually closed. If left open and crew are unaware of





it, that automatic trip across the cabin top when tacking can become a nasty fall. Likewise with locker covers in the cockpit. The general rule is that all opening hatches and covers should either remain closed or be attended to and announced when open.

Night-time, offshore and short-handed conditions call for extra vigilance. Use red lights to maintain your night vision. As in a prior column, harnesses are a must at night, when offshore and in any area when it's rough, cold or whenever a crew is either in foul weather gear or may not be totally confident if they unexpectedly go into the water.

I'll wrap up with a true story. Years ago while "racing" to Isla our only crew who could stomach being below was baking an excellent casserole that had been prepared by Chateau Bleu. There we were in first place (from the back of the fleet). Conditions were sloppy- that combo of light to moderate breeze, hot, and quartering, following seas that produces just the right kind of hobby-horse pitch and roll that brings out the pale, gray-green in the best of us. Nothing special but on one of those rolls, the oven door pops open and onto the cabin sole flies the casserole pan. We were able to scrape up enough to eat but the clean-up of the floor and the bilge sapped the little remaining energy we had and the lingering odor ensured that everybody stayed queasy. Luckily nobody was burned or had a slip and fall. Ahh fall. Bartender,.....

Bobby Tassin  
Fleet Surgeon

PS from Kelley, Bobby asked if there were any other special topics that you would like to see covered, any ideas out there?



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Mobile was the port, Holiday was the ship, 9/16/06 was the sail date. Here are a few pictures from a five day cruise taken by Scott & June Collins, Martin Smith, Ann Courage, Wayne and Margaret Russ, Carl and Nancy Ritzman and Danny and Gilda Green. We visited the ports of Costa Maya, Mexico and Cozumel, Mexico.

Many, many buckets of beer were consumed in each port. We may need to start a "bucket" price at the club after it opens.

Contributed By Gilda Green







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