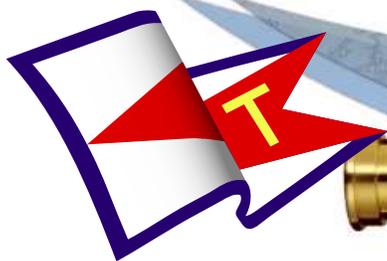


Tammany Yacht Club

# SpyGlass



[www.TammanyYachtClub.org](http://www.TammanyYachtClub.org)

1196 Harbor Drive, Slidell, LA

July 2009

## Bali Hai, Kokopelli and Windsome in the 2009 Gulfport to Pensacola Race



Photos by RACEBOOK-US.com



# Commodore's Corner

**Commodore  
Martin Smith**

TYC is celebrating the Fourth of July in a magnificent fashion by honoring Veterans of all military conflicts. Barry Statia is in charge of inviting Veterans in the area. Veterans from American Legion Post 185, led by Gary Knight, will lower the flag at 4:30 pm. At 5:00 PM there will be available, with prior reservations, BBQ from Taste E Bones. From 6 – 10 PM we'll enjoy the music of The Arrivals playing tunes we like to remember.

Gary Knight has been a great asset to the Club. He has provided a committee boat for the Wednesday night and other races. Arrangements for the Color Guard at our Fourth of July Celebration have been made by Gary and we are grateful to him for his help.

Most of our Sailors did not show up for the Wine Tasting. The Club is giving them a Beer Tasting on Wednesday, July 15th. Instead of "Sailor" burgers we will have "Power Boat" burgers.

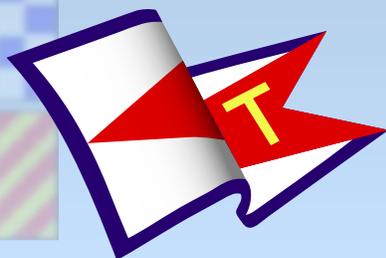
Enjoy your summer. (A rain dance may be scheduled at a later date!)

Martin



**Beer Tasting  
for Sailors  
July 15th**

**Powerboat  
Burgers and  
Hot Dogs!**





## View from the Rear of the Fleet

Bill Jobst, Larry Whited, Bob Arnone, Ron Stewart

On Friday, June 26, four of us from Tammany Yacht Club sailed WINDSOME "non-spinnaker" in the 61st Annual Gulfport-Pensacola Race. The heat index was in excess of 100 degrees, but the 2.2KW generator and air conditioner were working, so we had some hope for comfort between watches.

Non-spinnaker folks start last, so we were able to view the starts and strategies of earlier classes. The wind was light and from the southeast. Almost everyone tacked south immediately, but we reasoned that it was better to stay on starboard tack heading east so that our tack to the south and into the current would allow us to pass as close to Ship Island as possible. We probably should have stayed on our eastern "flyer" longer, but we eventually decided to stay with the fleet and head south out Ship Island Channel on port tack.



Our tack put us southbound against the incoming tide. All was going reasonably well until our depth sounder showed 7 feet over the shoal on the west side of the channel...not a good thing when WINDSOME's draft is nearly 8 feet! We quickly tacked back east and watched the GPS as the incoming current tried to carry us back into Mississippi Sound. When water depth allowed, we tacked back south again and remained there until well clear of Ship Island. We cleared the Gulfport sea buoy with more boats behind us than were in our class, so heading east early apparently didn't hurt us...but in hindsight, we should have stayed on our first tack a bit longer to avoid the shoal.

In past races all hands preferred to stay on deck between watches to avoid the oppressive cabin temperature. With air conditioning, however, watch changes always went as scheduled. The only hitch was that the AC had a program that reverted to 85 degrees (we need to find the manual) making the cabin better than outside, but not the chilly comfort we had hoped for.

Topside, we watched the wind slowly clock from southeast to south, allowing us to set our reaching staysail. The wind continued to slowly clock, and around 5am, the apparent wind indicator showed 135 degrees. We put the spinnaker pole and genoa on the windward side and hoisted our downwind staysail.

We thought that the usual 2am doldrums has missed us this year, but the fat lady hadn't sung. We were "polishing the trophy" in sight of the finish line when the wind died! After spending one-and-a-half hours to cover less than 2 miles, we won 2nd place, 2 min from 1st place on corrected time. The winning non-spinnaker boat had a PHRF rating of 96 and finished just as the wind died. (\*#@!!) I guess that's why they call sailing a sport.

Pensacola YC was as gracious as ever and provided WINDSOME a slip with power. We loaded our bimini top, cruising anchor (45lb CQR and 100lb of chain) plus more food and drink for our trip back to Slidell.

Continues on Page 7



# TYC Menu



This Wednesday, July 15th Beer Tasting  
 Power Boat Hamburgers and Hot Dogs \$7.00

Friday night, July 17th  
 Garlic Stuffer Pork Lion \$12.00



Wednesday, July 22nd  
 Meatballs & Spaghetti  
 with music by Dave



Friday, July 31st  
 Steak Night



1st Mates Bingo after

B I N G O				
10	20	42	59	62
5	29	39	56	75
4	17	FREE SPACE	60	71
11	18	32	51	66
15	19	36	47	68

Ann  
 Courrage



# Playing By The Rules

One of the biggest differences in the sport of sailboat racing and other team sports is that there are no referees, umpires or judges on hand to determine who is following the rules and who is not. Some big money professional events (the America's Cup and the Professional Match Racing Circuit) do have on the water judges, but for the rest of the racing community, there is no one on the scene to prescribe or enforce a penalty if someone breaks a rule or infringes on another's rights. We are all expected to police ourselves and do the right thing if we accidentally or intentionally push the envelope to the point that we have adversely affected someone's position or in some way received an unfair advantage on the racecourse.

The Racing Rules of Sailing 2009 – 2012, begins with the “Basic Principle – Sportsmanship and the Rules”. It states “Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.” In short, we are expected to know the rules, to follow the rules and to accept the responsibility of our actions when we break a rule by voluntarily penalizing ourselves.

In most regattas today, if you determine that you have broken a rule, you have the choice of retiring or doing penalty turns. The penalty for breaking a rule, in accordance with rule 44, is to take a two turn penalty (Two turns in the same direction, including two tacks and two gybes). The penalty, in accordance with rule 31, for touching a mark is a one-turn penalty (One turn including one tack and one gybe). Penalties must be taken as soon after acknowledging the infringement as possible. Then you can continue racing, with a clean slate.

If another competitor on the racecourse deems that you have broken a rule, and that you have not taken the required penalty turns, he will hail protest and “conspicuously” display a red protest flag. If you do not agree, you can ignore the penalty turns and let the matter be decided in the protest room. Here, you and the challenging competitor will appear before a protest committee to state your cases. The protest committee will attempt to determine right or wrong and make a binding ruling.

Our Wednesday Night races are a casual event that traditionally do not end up in the protest room. This says a lot about the way the individual competitors conduct themselves on the racecourse. Some Yacht Clubs have found it necessary to institute Wednesday Night protest hearings, to eliminate the chaos that can occur when competitors try to push the rules....knowing they will not be challenged with a protest. When competition reaches this point, the results can lead to bad feelings, collisions and even injuries. The rules exist to guarantee fair competition and to eliminate damages and injuries.

Amazingly, most disagreements are settled on the water, not in the protest room. It is truly a gentleman's sport, where competitors respect each other; while truly attempting to race aggressively and fairly. In truth, we sailors do a good job of policing ourselves, something you don't see in other team sports.

Kenny



### **DON'T FORGET.....**

The first Friday night of each month is Birthday Night. If you have a birthday during the month, come on out and let us help you celebrate it.

If you have a birthday this month and you are not on the list, please let Sandy McPeck know.

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### View from the Rear of the Fleet

Susan drove us to the hotel where I immediately crashed. Thanks to Susan's wake-up efforts, we made it back to the YC in time for drinks, 6pm trophy presentations and dinner. There was a party and band, but I suspect everyone was too drained from the heat to party, as we did in "the good old days". I passed out again about 8pm.

The return trip was uneventful except for the 15-20knt wind forecast from WSW, exactly the direction we needed to sail. After Sunday breakfast at IHOP, Bob Arnone and Ron Stewart rode back to Slidell with Susan while Larry Whited and I opted to motor via the ICW to Lulu's near Mobile Bay. (Since all the boats left early, PYC skipped their usual Sunday morning brunch on the veranda.) We spent Sunday night in air-conditioned comfort tied to Lulu's new floating docks.

We departed early on Monday morning and were able to cross Mobile Bay in relative comfort before the wind picked up. The conditions were generally pleasant, except for the usual afternoon thunderstorm. We tracked the storm on radar well in advance of its arrival and were prepared for the 30 knot winds. The storm lasted less than 30 minutes, and we arrived at Gulfport YC at 6pm in time to fire up the grill for a steak dinner and some wine.

From GYC we tried a new route home. The charts showed a break in the Gulfport channel spoil area about ¼ mile from the harbor. We cut west at the break and then cleared the shoal south of Bay St Louis by motoring through Pass Christian Harbor's dredged channel from the east and taking the west channel out of the harbor. I'm guessing that we saved about 5nmi compared to the ICW by taking that route. Finally, the current cooperated and WINDSOME hit 8.6 knots going through the Rigolets. Total time from Gulfport to Slidell was about 7 hours including a significant delay at the Rigolets railroad bridge and a minor delay passing under I-10, both delays due to construction.

The bimini was a wonderful addition for the cruise back, but we were still baked by the near 100 degree heat. Upon arrival, Susan had rum-and-tonics to cool what brain cells remained.

The total distance covered was about 350 nmi, including a somewhat-successful race. We did win a silver pitcher for a trophy, but Susan wanted another champagne bucket to plant more bromeliads. Maybe next year.

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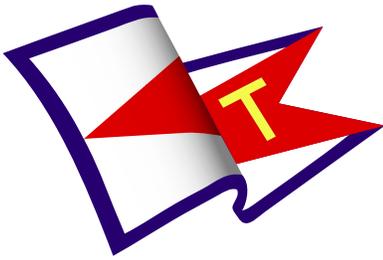
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# Upcoming Events

July 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3 Dinner	4
5	6	7	8	9 First Mates Board Meeting	10 Dinner	11
12	13 Board Meeting	14	15 Beer Tasting	16	17 General Membership Meeting /Dinner	18
19	20	21	22 Music by Dave	23	24 Dinner	25
26	27	28	29	30	31 Steak Night	

Make sure the following events are in your calendar. A full listing of all events happening at the club can be found online at <http://www.tammanyachtclub.org>. If you would like to submit your event to the calendar, please email [spyglass@tammanyachtclub.org](mailto:spyglass@tammanyachtclub.org).



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Member at Large	Earl Savoie
Member at Large	Juan Price
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### **Tammany Yacht Club Hours**

Monday & Tuesday - Closed  
 Wednesday - Thursday - 5pm to 10pm  
 Friday - 5pm to 11pm  
 Saturday - 2pm to 11pm  
 Sunday - 1pm till 9pm

Club hours may be extended at the discretion of the Club Manager or the ranking Board Member.

Don't forget that on Thursdays (and now Saturdays as well), your second drink is free and hors d'oeuvres are occasionally served. Also, be sure to sign up for Friday night dinners by Thursday evening and cancel if your can't make it to avoid a penalty.

TYC Phone: 985-649-5222

### **Deadline for submission to the SpyGlass is the 22th of each month.**

Please send your submissions via email to [spyglass@tammanyachtclub.org](mailto:spyglass@tammanyachtclub.org)

### **SpyGlass Adertising Rates**

Business Card - \$10/Month  
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