

Tammany Yacht Club



www.TammanyYachtClub.org

1196 Harbor Drive, Slidell, LA

November 2009

LPRC Photos Inside!



Thank you to all of our volunteers!



Commodore's Corner

**Commodore
Martin Smith**

October was an exciting month with Tammany as the host club for the LPRC. For the support group who sold tickets, made sandwiches, and performed all the other things necessary to support the sailors – Thank You!

Halloween Night saw The Arrivals playing from 4 o'clock and giving us an extra hour without charge. Great music and a great time! If there had been an award for a costume it would have to have been Bubba Groce and Mary Brisbi. I danced several times with Mary and tried to engage her services but she had apparently been booked up.

Sadly, Warren Properties has asked that we vacate the property which we had under a verbal lease for many years. They have requested that all items be removed by November 27th. (Their prior letter had asked that everything be removed within 10 days.) I have written Warren Properties and requested that I be allowed to come to California to discuss the problems it would cause Tammany Yacht Club if we're unable to use this property. This will be discussed fully at the Board of Directors meeting on November 9th.

Election of Officers was held at the General Membership Meeting on the 19th. The ballot had only one candidate for each post, including the Commodore, so you will unfortunately have to put up with me for a second year!

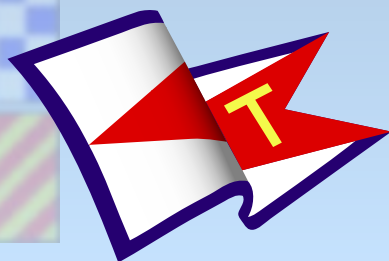
We were optimistic about the upgrade of Com Cash but it continues to function in an unsatisfactory manner. Larry Whited, our new Treasurer, with the help of Don Landry is researching other programs. We hope to have a recommendation(s) for the January General Membership Meeting.

The Officers and Board Members will be asked to take a turn to greet visitors and new members. Your Commodore, with the approval of the Board, will be appointing Committee Chairmen. The Committee Chairmen will appoint other members or significant others to serve with them.

We're entering into the Thanksgiving and Christmas season which promises to be a fun time with many parties scheduled. New this year, we have agreed with the Poor Man's Yacht Club that TYC will host the Christmas Parade set for Saturday, December 19th. After the parade is finished we would like to have a celebration with band and specialty Christmas drinks. The New Year's Eve party will be upon us in no time followed by, hopefully, a smashing celebration for Super Bowl XLIV on February 7, 2010.

Geaux Saints Geaux!

Martin







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Safety Inshore

Most "Safety at Sea" articles address severe weather off-shore. While these articles make enjoyable bedtime reading on a windy night, they only marginally address safety issues for family coastal cruising in pleasant weather. The following are our personal observations about possible sources of your next "boat bite" and how to avoid being bitten:

The Accidental Jibe:

Although everyone understands the likely outcome when a massive boom meets with a sailor's head, a momentary lapse of the helmsman's attention all too often results in a boom zinging overhead and slamming into the traveler stop. The helmsman is usually apologetic and everyone on board is thankful that they've somehow stayed out of harm's way. The physical danger of an accidental jibe, even in light winds, cannot be overstated.

A preventer (line from the boom to a deck fitting) is the recommended precaution for an accidental jibe. Unfortunately, most sailors seldom bother with the line. A partial solution is to make a habit of cleating both port and starboard traveler control lines. On most boats, this will limit boom travel to just past the centerline. If you make a habit of going forward on the weather (high) side, you will usually be clear of the boom if an accidental jibe should occur.

If you're short handed, a further precaution is to head up to a broad reach and set your autopilot before going forward. On your return, check the masthead wind direction to be certain your course has not shifted to near-jibe conditions. And keep your head down if your skipper has had more than two beers.

Slips and Falls:

There are few soft landings when you fall on a boat. A few years ago, Susan was going below while at anchor in calm conditions. Despite the fact that we had not poured the wine, she slipped on the companionway ladder (stairs). She felt fine, but an eventual trip to the doctor showed three fractured ribs that limited her activities for several weeks. Now we put adhesive-backed sandpaper on all our stair treads. The cure is cheap and provides for secure footing in all weather...even at anchor in calm conditions.

The Storm:

Our Louisiana weather can produce localized storms with wind gusts that easily exceed 40 knots. If you've sailed on Lake Pontchartrain for any length of time, you've probably encountered such storm

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conditions. While some macho folks like to shorten sail and struggle through, man-against-nature is not a battle that adds to the comfort of man. When we see those ugly black clouds rolling in, our preferred solution –if we can't get back to port- is to furl the jib, drop and secure the main sail, and drop the anchor with a good scope. The rest involves pouring a glass of wine and watching Mother Nature's show. Anchor-dropping is clearly not an off-shore solution, but it works well in Lake Pontchartrain, Mobile Bay, Mississippi Sound and the Bahamas Bank.

Really severe weather is usually forecast, and that time is best spent in a good restaurant, preferably with a bar...not at sea.

Wish I'd Let Go of that Line:

When a Genoa sheet begins to slip on a winch or a spinnaker halyard runs free with a just-filled chute, Mother Nature is probably pulling with a force in the neighborhood of 2000 pounds. Unfortunately, our first reaction is to hold onto the line, and that's not a good idea. Holding onto a slipping line will usually result in pain and new skin growth over the next few weeks. Like the country-and-western song says, you've got to let her go!

And after you've let her go and cranked the jib back in or retrieved your halyard from the top of the mast, you might consider installing rope clutches that lead to self-tailing winches. In addition to no more skinned hands, you will find it easier to recruit crew and you will have one hand for the boat and one hand for yourself...the preferred approach for every task when being bounced about.

Another #@!* Crab Trap:

Unfortunately, our love of seafood has made our coastal areas a minefield of crab traps. Avoiding traps during the day can be a full-time activity. Avoiding traps at night is impossible. There are a few precautions that can minimize the number of nighttime under-boat swims ... a potential source of very serious boat-bites.

Feathering props are mechanically beautiful, but on most boats the prop shaft and feathered prop create a hook that's guaranteed to snag everything you pass. On a nighttime return from Mandeville, we once managed to snag two traps with our very expensive feathering prop. Shortly thereafter, I switched to a two-bladed folding prop. The crab-trap problem disappeared ...along with our ability to stop the boat. WINDSOME now has a 3-bladed folding prop which has proven to be very crab-trap proof and which gives us acceptable stopping ability.

Fixed props are fine for certain keel designs, but have the same snag problem as the feathering prop mentioned above, along with drag while under sail.

Sailing At Night:

One of my most memorable sailing experiences was trimming a spinnaker during a Gulfport-Pensacola race with a full moon, about 10 knots of breeze and a bioluminescent wake. It was simply beautiful with full sail and no safety harness.

Susan and I have become a bit more conservative with just the two of us, especially when one of us is usually sleeping below. Clipping our harness onto jack lines (lines run from the bow cleat to a stern cleat) is a must when going out of the cockpit after dark. We may be over-conservative, but we also double-reef our mainsail at dusk. The occasional squall is easily handled by roller-furling part of our 135 cruising jib (with luff pad). We don't lose much boat speed, and we usually have enough free time to keep track of the Big Dipper while the person off-watch sleeps.



Man Overboard:

In a short-handed sailing situation, the most likely person to fall overboard is probably the Captain. (He may also be thrown overboard, but that's a different story.) It's amazing how many families cruise with only the Captain knowing how to work the MOB button on the GPS or to turn the radio to channel 16. (Ask your sailing partner what "MOB" stands for and you'll see what I mean.) Teach these "science tricks" to everyone on board, and then do a few man-overboard drills. You'll feel better next time you need to go forward to secure a sail.

Bill and Susan Jobst
SV WINDSOME

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 Membership know.

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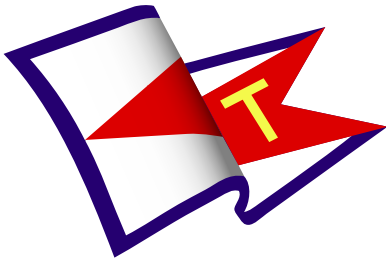
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Upcoming Events

November 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9 Board Meeting	10	11	12	13 Dinner	14
15	16	17	18	19	20 Steak Night	21
22	23	24	25	26 Thanksgiving CLUB CLOSED	27 CLUB OPEN	28
29	30					

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.



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Member at Large	Juan Price
Past Commodore	Jim Ilgenfritz

TYC Committee Chairpersons

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Finance	Carl Ritzman
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LPRC Reps	Kyle Bowser, Kenny LaNata
Club Merchandise	
Nominating	Brad Carey
Cruising	Wayne Russ
Member Photo	Sandy McPeck
Rules Committee	Harley McPeck
SpyGlass Editor	Kevin Blank
SpyGlass Distribution	Kevin Blank
Webmaster	Kevin Blank
Chaplain	Rev. Dick Almos
Fleet Surgeon	Dr. Bobby Tassin

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 you 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

SpyGlass Adertising Rates

Business Card - \$10/Month
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TYC Contact Info

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