

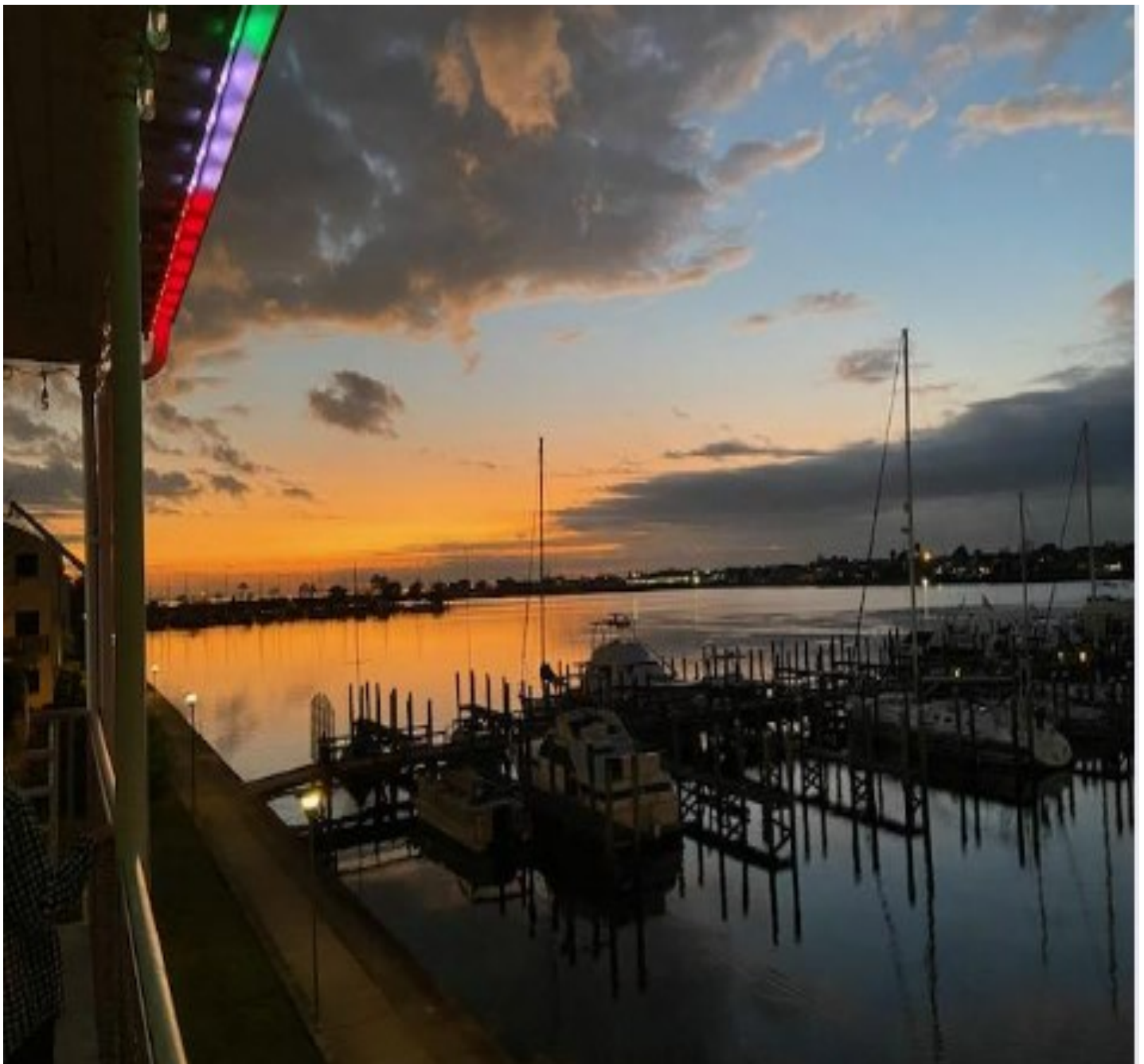
Tammany Yacht Club Spyglass



www.TammanyYachtClub.org

P.O. Box 1038, Slidell, LA 70458

January 2023





Tammany Yacht Club

2023

Board of Directors

Commodore: Dave Lander

Vice Commodore: Michael Doucet

Past Commodore: Cheryl Perret

Rear Commodore: Rene Marques

Secretary: Patty Heindel

Treasurer: Cristina Cheramie

Members at Large: Keith Boos, Amythist Kearney

Michelle Rabalais



Committee Chairs



TYC Rentals– Linda Phillips

House–

Juniors/Summer Camp– Sandy Stone

Membership– Mark Phillips

TYC Entertainment-Michelle Rabalais

Finance— Tom Smith

Racing– Dr. Bobby Tassin

Past Commodores' Council– Cheryl Perret

TYC Rodeo— Rene Marques, Mark Phillips

Other Key Volunteers

Fleet Surgeon— Dr. Bobby Tassin

GYA--Dr. Bobby Tassin

LPRC—Wayne Jablonowski,

Dr. Bobby Tassin, Wayne Sewing, Kevin Blank

Spyglass/TYC Historian— Pauline Marques

Webmaster/Treasurer— Cristina Cheramie Case





Spyglass

The deadline for submission to the Spyglass is the 28th of each month.

Please email your articles to:

Email: tycspyglass@yahoo.com

Website: <http://tammanyachtclub.org>

Phone: 985-649-5222

PO Box 1038

Slidell, LA 70459

TYC Club Hours:

Monday & Tuesdays-Closed

Wednesday— 5-10 P.M.

Thursday—5-10 P.M.

Friday— 5-11 P.M.

Saturday— 5-11 P.M.

Sunday-4-9 PM.

TYC reserves the right to close early starting at 9:00 P.M.



Photo Courtesy of Pauline Marques

Advertising Rates

Business Cards—\$10.00/month

Quarter Page— \$20.00/month





Past Commodore's Corner

Cheryl Perret



It is with the deepest heartfelt sympathy that we extend condolences to the Smith and Brennan Families at the recent loss of two beloved TYC members, Debbie Smith and Sonny Brennan. Please keep the Smith and Brennan Families in prayer.

The Tammany Yacht Club Helping Hands, along with the help of Phil's Marina Café, were able to extend a very sizeable donation to One Way Love. This is a terrific organization that helps children in our community. The founders of the organization, Rosemary Manint, Vice President and Program Director, along with Sandra Douglas, Vice President and Development Director of One Way Love, accepted the donation. They were able to give local children a Christmas that would have normally had nothing. We were also able to extend a donation to Our Lady of Lourdes School, who was also helping children. Some of these children, when asked what they wanted for Christmas, asked for sheets and blankets to keep them warm. We are very fortunate that we were able to help these organizations. Thanks to all who helped with donations.

I am happy to announce that we have three applications in house that have been approved for new membership. Please join me in welcoming Kim Bearden, Charles and Beth Applewhite and Gwen and Louis Michon. Welcome to our TYC Family.

Please be sure you follow the calendar as we will have some new and exciting activities coming in the New Year. We are looking to have line dance lessons, our Super Bowl Party, and many others.

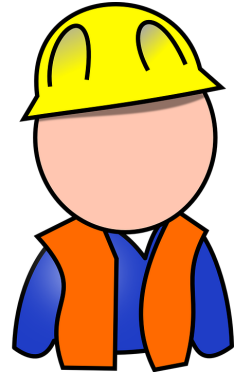
I would like to thank all those who have helped me make 2022 a successful year. We were able to buy some much needed computer equipment and new programs to go with it. I am looking forward to next year.

Cheryl





House Committee Rene Marques



Dear Fellow TYC Members,

It has been a pleasure to serve as your House Committee Chairman for 2022. If anyone is interested in filling the position for House Committee Chairman for 2023, please see Daver Lander.

I extend a happy and prosperous New Year to all.

Rene Marques

HAPPY NEW YEAR





Entertainment

Linda Phillips



Fellow Members, I want to start by saying Thank You. Thank you for your help and support with the Entertainment activities at TYC. A Special Thank You goes to my husband Mark, as well as Cheryl and Carol Perret and Rene Marques. You always had my back, and I will always appreciate that. I have worked Entertainment under the rein of our past Commodore Frank Bush and under our current Commodore, Cheryl Perret. The last year and a half has been great, but it is time for me to step aside. It has been an honor working and planning our club events, but due to my work commitments, I can no longer keep up. Michelle Rabalais has expressed interest in wanting to take this over, so I am pleased to pass the baton to her. Again, Thank you. Now I ask one more favor; please show your support to Michelle as she takes the Entertainment seat.

Thank you & God Bless

Linda Phillips



Racing Committee/LPRC Chairman



Bobby Tassin



TYC Racing January 2023 – Dr Bobby Tassin

Greetings and Happy New Year! Holidays are a good time to reflect on our past year of fun on the water, our successes, and not so great days during competition. Reinforcing what went well and working and planning for what we can do better. It is a good time to do a few boat projects and plan ahead to prep for racing and pleasure cruising in the New Year. All skippers know there are many regular maintenance items such as bottom jobs and cleaning, standing- and running rigging inspection, repair, and replacement and the same for sails. Engines need to be maintained of course. Regular and potential new crew need to be aware of the planned racing schedule and can be helpful in working on boat projects.

The 2023 TYC Racing calendar includes local events such as WedNite races which are pretty set re timing (dates below) and annual invitational races such as Two Against the Lake and the Single Handed Round the Lake regattas. The dates for these as listed below are preliminary and should be confirmed the first week of January after all Lake Pontchartrain clubs RC's meet to coordinate and finalize all those dates.



I have not gotten any recent feedback from the TYC fleet about attempting a weekend club series, so that remains to be determined. All TYC sailors should also consider getting a team(s) together to compete in the GYA Capdevielle Series. Beyond that, there are many racing events available across the lake and at gulf coast clubs. The soon to be completed GYA 2023 schedule can be found here: <https://www.gya.org/documents/schedule/>

The Winter Meeting of the Gulf Yachting Association will be held on January 14th – 15th, 2023 at Southern Yacht Club. Commodores from each club and many GYA Committee members meet to address proposed regulation changes and various other issues concerning event venues etc. All club members are welcomed to attend most sessions. Details here: <https://www.gya.org/2022/12/07/notice-of-meeting-gya-winter-meeting-1-13-1-15-2023-southern-yacht-club/>

2023 TYC Racing Schedule

WedNite Spring I: March 15th – April 19th

Two Against the Lake: March 18th (Skippers meeting March 17th)

WedNite Spring II: April 26th – May 31st

WedNite Fall: September 6th – October 11th

Single Handed Round the Lake: October 14th

Fair winds and following seas!





Juniors Sandy Stone



So, the holidays are behind us, and I hope everyone had an enjoyable celebration with their families. Regrettably, we lost two club members shortly before Christmas. My condolences go out to their families, and I hope our club can offer them some comfort and fellowship.

Unfortunately, this year brings a lot of uncertainty in regards to Sail Camp. For one thing, the Christmas elves didn't come along and refurbish the Optis, which are beginning to look a little shabby. We still have plenty of time to take care of that, however. A more immediate, but long-term, concern is the availability (or lack thereof) of qualified counselors for the camp. Our previous counselors are attending college, and in the case of our granddaughter, graduating this spring. Needless to say, their priorities have shifted away from teaching Sail Camp, and it is going to be a real challenge to replace them. We have some preliminary options, but things are far from certain.

Also a concern is the increasing cost of insurance (and labor, assuming we do find counselors). Last year's camp was not particularly well attended – this was at least partly due to a combination of factors, leading to a delay in initiating the camp and getting early promotion and signups. It is also possible that we have priced the camp sessions about as high as the traffic will bear. The end result is that the economic viability of Sail Camp is in question.

The last item to address goes back to our granddaughter's college graduation. At this time, Peggy and I are planning to take her to Europe as a reward for her hard work, meaning that I will not be in the country for the start of Sail Camp. Perhaps it is time to start looking for someone to take over some of my organizational duties, although I would always be around to assist any way I could.

To conclude, the crystal ball is cloudy, and we will need to have some discussions about where we are heading with Sail Camp this year.

Sandy





Editor's Comments

Pauline Marques



Greetings TYC Friends,

I am hopeful that this message will find you in the best of health, happiness, and prosperity as we begin a new year.

Again, I would like to extend a great big "Thank You" to our Committee Chairs and to those who work so diligently each month to submit their articles to Spyglass in a timely manner. Your articles are informative and amazing.

If you are a new member of TYC, please introduce yourself to me while at the club. I would like to be sure to take a picture of you so that I can post it in Spyglass. We welcome you to our great club.

Brilliant sunsets are the gift of the season, and they can be enjoyed right from our very own TYC deck.

I look forward to seeing you there.

Happy New Year,

Pauline Marques

TYC Spyglass Editor/Historian

Happy
New
Year



FROM THE BAR

BY BILL JOBST



It's not often that you meet someone whose adventures rival those of Tom Sawyer. David Lander, our Commodore elect, is a Mississippian who grew up in an 1875 family home on the waters around Moss Point. Like Tom, David's adventures could fill a book.

About age three, David wandered unattended into Grenada Lake while on a family camping trip. He still recalls the rescue operation that quickly led to swim lessons, then followed by grade school swim team, camping and canoeing with the Boy Scouts, Sea Snark sailing to Horn Island, paddling his college professor on fly-fishing trips, and eventually, sailing their Hallberg-Rassy ketch with his wife, Audrey.

One remarkable adventure was canoeing home from college, a 90-mile trip down a string of Mississippi creeks and rivers. Nights, often interrupted by rain, rising water, and freezing temperatures, were spent sleeping under his canoe on sandbars. Four hours away from his Moss Point home, David set up camp on a bluff overlooking the Pascagoula River. Sunrise the following morning was a sight that he will always remember.

Not all adventures were on the water. David enjoyed his Honda Shadow motorcycle, and during a ride from Florida (after a weekend of partying with friends), he dozed off while passing cars on I-10. The bike was maintaining speed because he had installed a throttle clamping device (redneck cruise control). The bike drifted into the next lane and brushed up against a car that was going the same speed. The feel of his leg up against an object that wasn't supposed to be there, jolted him back to consciousness. The car was in the right place at the right time going the right speed which prevented him from going off the road and likely ending his time on earth. To quote David, he's "very lucky to be alive".

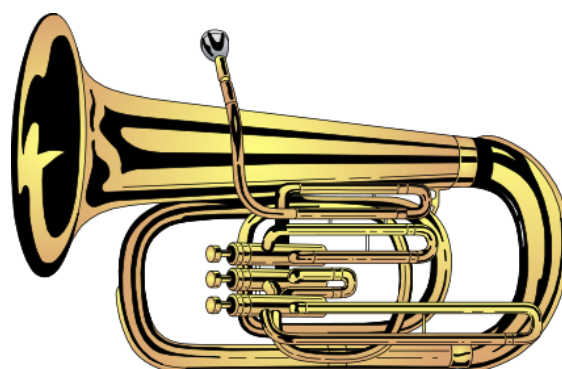


Music is as much David's love as the water. He played trombone in high school and college and majored in Music Education at USM. Realizing he was not cut out to be a music educator, he spent a few years working in construction, retail management, refinery maintenance and offshore oil platform jobs. Tiring of these fields, he went back to USM and enrolled in their Industrial Technology Curriculum. Two terms as a Coop Student resulted in permanent employment with Lockheed Martin (then Martin Marietta) manufacturing the External Tank for the Space Shuttle Program. David completed his education while at Lockheed Martin, earning an MBA from Florida Institute of Technology, as did Audrey.

Thirteen months after starting at Lockheed Martin, his string of good fortune continued when Audrey joined the same vanpool. David knew almost immediately that this was the person he wanted to spend the rest of his life with. He proposed to Audrey during a Louisiana Philharmonic Orchestra concert. Somewhere during Shostakovich's Symphony #5 (He acknowledges that this wasn't the most romantic choice of music.), he asked her to marry him. David's "Will you marry me?" only brought a smile from Audrey. David "thinks" he remembers her saying "Sure!". Days went by without a word from Audrey, so he thought it was prudent to ask her again. This time Audrey said "Yes!" and added, "I thought you were kidding!". After raising 4 children in Picayune, MS, David and Audrey moved to Clipper Estates fulfilling David's desire to move back to the water that he so enjoyed as a youth.

There are many other stories that were crammed into our two-hour interview. A glass of scotch at the TYC bar will help unwind a few of them.

Bill Jobst CM-70 (with significant editing help from David)



"Happy Hour"

Thursday, 5-7 PM



What Better Way to Spend an Evening?



Cool Drink in Hand...
Hanging Out With Friends









Tasty Thirsty Thursday

Join us for a TYC culinary experience
each Thursday evening.

6:30 PM

Check your email for details for the week.

Bring a side dish, visit with friends, join the fun.

SEE
YOU
THERE!





TYC Steak Night

7:30 PM

Spend a relaxing evening with friends on the last Friday of every month.

Sign up by 8:00 PM on Thursday

Filet or Salmon- members: \$23.00 non- members \$28.00

Ribeye or Tuna - members; \$25.00 non-members \$30.00

Potato and Salad only-\$10.00

Salad only-\$8.00

Child's Plate-\$10.00

Entrees include potato, salad, mushrooms, rolls and dessert.

Dinner Bell rings at 7:30 PM.



NEWS..... OUT OF THIS WORLD

By Audrey Lander

As many of us were polishing off Thanksgiving leftovers and preparing for Christmas festivities, the Orion Crew Module continued her journey far from Earth.

On Day 16 of the mission, the Orion Maneuvering System Engine (OMSE) built by Aerojet Rocketdyne (previously used on 19 Space Shuttle Missions and modified for use in the European Service Module for Orion) fired for 1 minute and 45 seconds to set Orion on course for a close lunar flyby. On Day 17, Orion was now cruising at 2,512 miles per hour – 229,812 miles from Earth and 50,516 miles from the Moon. By Day 18, Orion had now entered the lunar sphere of influence – making Moon the main gravitational force acting on the spacecraft. On Day 19, the auxiliary thrusters performed the second the trajectory correction burn. Orion experienced an issue with the power conditioning distribution unit (PCDU) which in advertently switched off the downstream power. Thankfully there was no interruption of power to critical systems or adverse effects to Orion's navigation or communication systems. As Orion prepared for her final maneuvers, NASA's Exploration Ground Systems (EGS) and the US Navy completed the final training of open water recovery procedure aboard the USS Portland in the Pacific Ocean.



On Day 20, as Orion passed 80 miles above Moon's surface, the final return flyby burn allowed Orion to harness Moon's gravity and slingshot it back to Earth for a December 11 splashdown. By Day 21, Earth was now the main gravitational force acting on the spacecraft. Cameras on the solar arrays were used to perform inspections of the thermal protection system (TPS) and the European Service Module. On Day 23, the Mission Management Team met to evaluate weather patterns and select a landing site for Orion's splashdown. Due to a cold front and expected winds, the team was forced to select an area near Guadalupe Island, about 300 miles south of the planned landing site. While the Orion spacecraft could sustain the rain and winds, safety for the recovery team was the main concern.

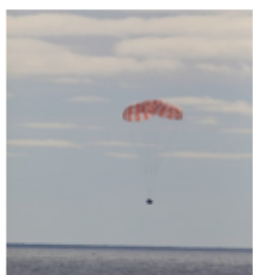
On Day 24, Orion cruised at 2100 mph – 171,500 miles from Earth and 214,200 miles from the Moon. By Day 25, the recovery team had arrived off the coast of Baja ready to greet Orion after re-entry. A team of engineers from Johnson Space Center would use software that would provide the location footprint of the jettisoned hardware, including the three main parachutes and the forward bay cover.

As Orion prepared for splash down, Tammany Yacht Club hosted a watch party for her return. With pastries, snacks, and drinks in hand, we all watched in anticipation as Orion separated from the European Service Module. The ESM would burn up harmlessly over the Pacific Ocean – Orion's carefully planned trajectory avoided land, people, and shipping lanes.



Unfortunately, without the ESM, the fantastic Orion selfies we had become accustomed to were no longer possible. We had to settle for Computer Graphic Illustration (CGI) until cameras on the USS Portland could catch a glimpse of Orion. As Orion re-entered Earth's atmosphere at a speed of 25,000 mph and withstood temperatures up to 5000°F, we all held our breath until communication was re-established. Orion then skipped out of Earth's atmosphere before it re-entered again. This skip maneuver allows more precision in the landing site, providing better coordination of the ground teams for faster and safer recovery efforts.





As Orion came into site and splashed into the Pacific, we all raised our glass to celebrate her momentous return. A pyrotechnic blade severed the parachutes from Orion and five bags that make up the Command Module Uprighting System (CMUS)



automatically deployed. This system is designed to keep the crew module upright during the recovery operations. Because it was an uncrewed test mission, engineers continued to test the limits of the spacecraft – gathering data and critical information about systems before recovery of the spacecraft. Once given the go ahead, divers in nearby inflatables attached a winch line to pull Orion into the welldeck of the USS Portland. On December 13, she would arrive at the Mole Pier at US Naval Base San Diego to prepare for the trip back to Kennedy Space Center.

While at the Mole Pier, engineers conducted inspections of the windows before installing hard covers and deflating the five CMUS airbags. Because Orion still contained hazardous components, the final leg of the journey had to be on land. Orion was placed in a specially designed container complete with conditioned purge air and placed on a flatbed truck. The trip back had to comply with state regulations for wide loads and hazardous materials, restricting travel to certain days and certain hours depending on the state. After a 1.4-million-mile mission to beyond the moon and back, the Orion spacecraft finally arrived at Kennedy Space Center (KSC) on December 30. But the Mission for the Artemis 1 Orion Crew Module is far from over. Hazardous materials will be offloaded and components containing critical mission data on radiation and environments will be removed. Hardware intended for reuse on the Artemis 2 Mission will be removed, inspected, and refurbished. Once de-serviced, the Orion Crew Module will be handed back to Lockheed Martin and converted to an Engineering Test Article (ETA).



Engineers will perform inspections of the vehicle and hardware as the vehicle is prepared for final testing at the NASA Glenn Research Plum Brook Test Facility in Sandusky, Ohio.



TYC ORION WATCH PARTY



HISTORICAL HIGHLIGHTS

By Guy Geller



Historical Highlights, from Guy Geller, PC, CM-01

Have you ever tried to lose a race?

Back in the eighties and nineties as the saying goes; *Ilrea II* and my crew participated in the annual Gulfport to Pensacola race, representing Tammany Yacht Club with various degrees of success, generally in the top three finishers in our class. Once in a hard-fought race in less than stellar weather, we came in second to a Southern Yacht Club boat named *Barracuda* by a whopping three seconds on corrected time, arrived at by a mystical formula. The Southern YC Race Committee was chaired for decades by a gentleman whose integrity, according to him, was beyond reproach, named Tootie Barnett. I'll leave it at that. The object of that race as it was for over one hundred other races in my thirty-one years of competing was, winning!

Paul Martin and his wife Kathy were the proud owners of *Hallelujah*, an extremely comfortable offshore, forty-six-footer, but not really a gulf Racing Sloop. They put a crew together consisting of TYC stalwarts, namely Herb and Suzy Sale, Harold and Jan Pecunia with Guy and Pat Geller. I signed on as tactician and naviguessor, since I had made the race over a dozen times. That Mobile Sea buoy was a nightmare, literally around three AM. Eventually, dawn sparkled with a bit of dew all over the huge deck. Sadly, for me. The fleet was almost out of sight ahead of the *Hallelujah*. Still, there were several boats to the south of us that had given the Mobile Sea buoy too much leeway on an ebbing tide.



After a traditional racing breakfast of Chips Ahoy and several Bud Lights, we had a crew planning session. Paul wanted a trophy for his efforts of preparing and provisioning the boat. Since there was no chance of being in the top three, we elected to shoot for the last place, rather unusual trophy. She was a replica of a bare bosomed prow head of an ancient sailing ship. We were inching forward of two boats, and we were not going to be last. That wouldn't do. Harold broke out a fishing pole and began trolling off the stern of the boat while Herb and I tried for the worse case of sail trimming in history, without actually dropping a sail to make our goal obvious. Finally, another boat finished around two boat-lengths ahead of us. We all cheered; we had come in last in the Gulfport to Pensacola race. The trophy presentation lasted forever; then Hallelujah was called with Paul proudly walking back holding up his trophy we had called Gloria, for all to see.

As we often did wherever we went; we found one of Pensacola's better known seafood restaurants. Harold called for reservations for eight-and-a-half. When we arrived two tables had been setup together for us with an additional highchair. Our orders taken by two grinning waitresses (the proper title in those days). Several adult beverages later, the restaurant manager came to the table apologetically asking for us to "please put a t-shirt on that woman!" A mother of two young sons had complained. So not to raise any fuss one of the ladies had a t-shirt and quickly slipped it over Gloria. What do you do with a T-shirt over a bare bosom? Pour water on it of course, simulating a wet-t-shirt contest. That's when the entire restaurant cracked up to the dismay of the mother and the manager.

This is only one of the many adventures of otherwise serious adults of Tammany Yacht Club.



TYC NEW YEAR'S EVE 2023 PARTY







Sunday Fun Day

Are you looking for a place to unwind
on a Sunday evening?

Come enjoy the beautiful
sunsets right from our very
own TYC deck.

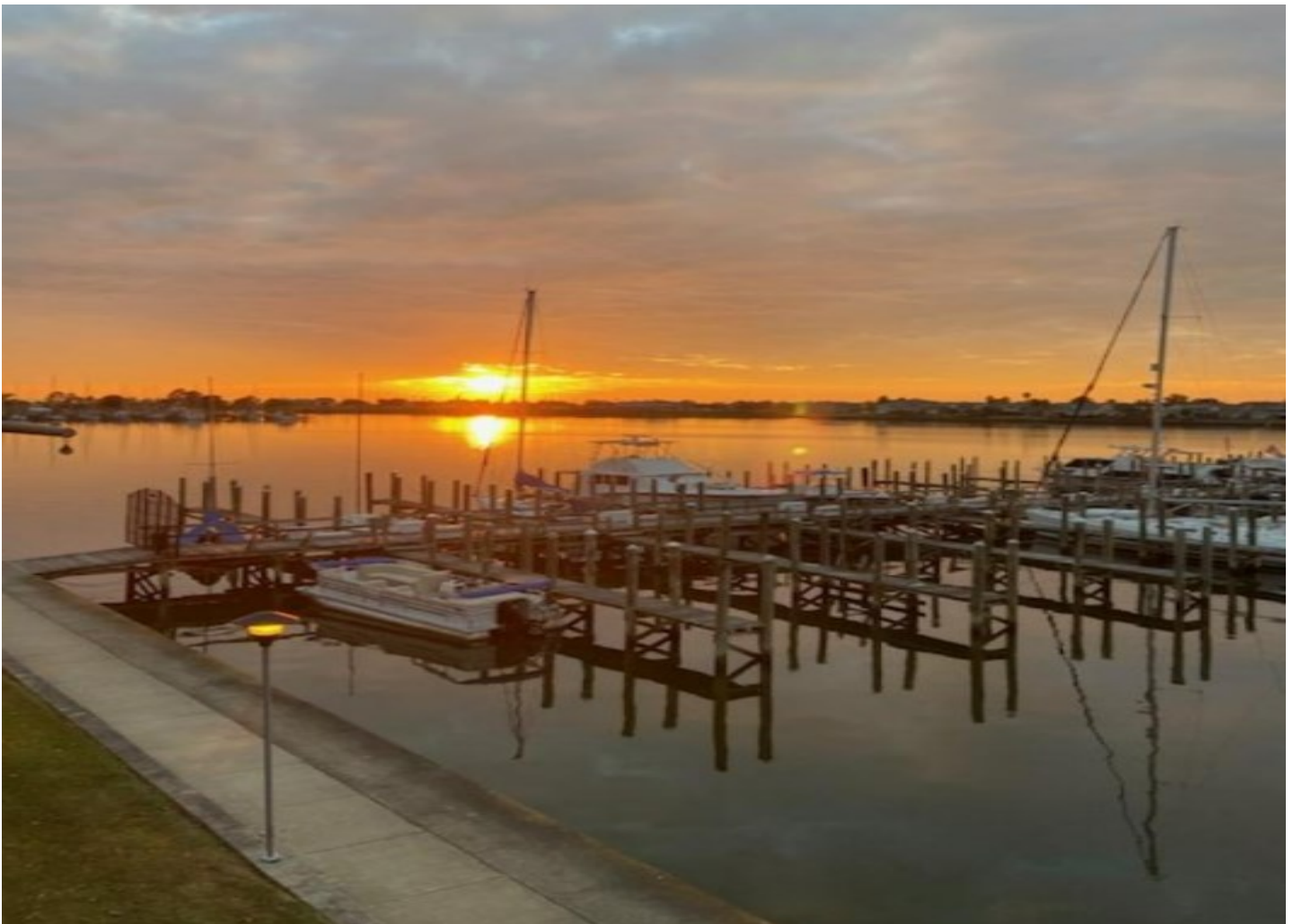


Photo Courtesy of Pauline Marques



Happy New Year



JANUARY 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Happy New Year	2	3	4	5	6	7 Rental 5-9 PM
8	9	10 TYC Board Mtg. 7 PM	11	12	13	14
15 Rental 1-4 PM Jennifer's Birthday	16 MLK Day	17	18	19	20 Gen. Mem. Mtg. Steak Night	21
22	23	24	25 Coin du Lestin HOA Mtg. 7 PM	26	27 Line Dance Lessons 6:30	28
29	30	31				

The club is open to members during rentals. Events subject to change without notice.

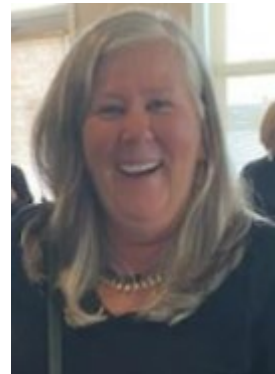


COOKIN' WITH TYC

Our January recipe is sent to us from Kathy Pierce.

Thank you, Kathy! Enjoy!

SUGAR COOKIES



1 cup shortening

2 cups sugar

6 tablespoons milk (1/3 C)

2 teaspoons vanilla

3 eggs; beaten

5 ½ cups flour

1 teaspoon salt

3 teaspoons baking powder

Refrigerate dough- roll ¼ in. thick

Bake 350 degrees-approximately 15 minutes

Sugar Cookie Icing

1 C Confectioners' Sugar

2 teaspoons milk

2 teaspoons light corn syrup

¼ teaspoon almond extract

If too thick, add more corn syrup

Mix.

Happy
New
Year



January Birthdays

Pat Geller	1/01
Andre' Peltier	1/05
Wayne Jablonowski	1/08
Gwen Michon	1/10
Nadja S. Sonnenberg	1/10
Annabelle McDermot	1/11
Becky Blank	1/14
Dick Almos	1/15
Peggy Collins	1/17
Victor Echenique	1/19
Linda Phillips	1/21
Kenny LaNata	1/22
Melquiadez Mendez	1/24
Rene Bonck	1/27
Rae Ann Normand	1/28
Steve McKinney	1/28
Sherry Beale	1/30
Mike Bearden	1/31
Kathy Hebert	1/31
Red Schwab	1/31

Happy
New
Year



WELCOME NEW MEMBERS



Mike and Kim Bearden



Dale and Nancy Phillips



George Downey and Guest, Denise Martin



Melquiadez Mendez





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Mon-Fri
8:30am-5:30pm



David Bolyard

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SAVE OUR COAST

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