



Light and Variable

November 8, 2010

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The Cherokee Lake Sailing Club News

Overnight at Panther Creek - a kaleidoscope of color - "dense" discussion - creative cuisine

CLSC

overnighters (the second overnight in as many weeks) met in the cove at Panther Creek on Saturday evening, October 23. Four boats enjoyed a light wind sail on a gorgeous afternoon. The temperature was in the mid seventies, with a bright blue sky and, as I mentioned, light winds. De and I hoisted the light air 170 for



the trip and it was the perfect choice. We put some tunes on the stereo and relaxed. Kirk was ahead of us on *Prime Time*, as was Ken on *W'nt Crazy*. After we had traveled a mile or two, we saw Anne and Eric on *Silver Swan* leave the dock. Kirk did the honors as host anchor boat, one by one we rafted to him, and then we settled down to enjoy some turkey rollups, a favorite beverage, and great conversation. For dinner we feasted on salmon, turkey kielbasa, macaroni salad, and spinach and mushroom salad. As the one night old full moon rose over the cove, the Halloween props illuminated, and we enjoyed Ghirardelli chocolate brownies and our evening discussions, including the densities of various metals (I know, but you just had to be there), the proper methodology for pilfering gold bullion, and, of course, less "weighty" topics. We yakked until late in the evening, and then spent a very comfortable night. In the morning, we had coffee, quiche, hot rolls with jam and butter, and scrambled eggs with potatoes with bacon. As the morning progressed, one by one we slipped away and made for Black Oak to prepare for the afternoon races. It was a great

weekend. Going on a cruise or overnight is a good way to utilize your boat. It's a great way to enjoy the peacefulness of being on the water without the "stress" of racing, or, I might add, anchoring (unless you happened to be Kirk). Editor's note: The glowing eyes of the skeleton in the above picture are much scarier on the 3am trip to the head. Can you say "motion detector"?

Moonrise over Panther bight - almost

Racing the next day - October 24



As we returned to the dock (De and I had committee boat), we inflated three buoys and De and I took out two, while Eric and Dennis put out the B mark. (Thank you). We had three races to A and back in winds averaging about 3.5 knots. *Prime Time* took all three wins, and *Sierra Hotel* took three seconds, followed by *Silver Swan* and *Celtic Winds*. Donnie Robison did a great job single handed and would have done even better had we enjoyed just a little more wind.

On the third race, he managed a third, coming in ahead of the *Silver Swan*. These three afternoon races composed 50% of our racing season. Several boats were out sailing that afternoon. De and I counted at least ten. It looked like a lot of sailing activity and fun – it always does when you are anchored and the sailboats slip silently by. As the racing ended, Randal picked up a buoy, as did Eric. Thank you again – that’s how race crews should assist the committee boat. By the way, additional crew will be needed to lower Donnie’s mast, install a new windex and perhaps new sheaves, and reinstall when he gets the required parts. Stay tuned. This year to date, the Robisons have raced more than any of our other club members. Oh, and don’t shrink wrap those boats for the season just yet, fellow sailors, because we still have enough good weather for some evening anchorages together. Can you say “bonfire”?

And then on Thursday... oh, also on Tuesday too... but that’s another story..

Thursday morning I blew leaves at the lake house until the wind came up so much the leaves started blowing back into the yard. What’s a fellow to do? I went sailing. As I got to the dock, I met Bill Moorefield, Randal Turner, and Donnie and Jo Robison. Bill had just reinstalled his jib and was going home, but the others were going out. The winds varied, but blew from the West southwest most of the day. The three boats made a quick trip to Goat Island, and on the way back winds increased to a max of 13 knots – and allowed us to close reach right down the lake to Black Oak. Temperatures were in the high seventies and, as Randal announced over his VHF, “What a great day to be on the lake”. This time of year, I try to suck in as much sailing as I can to tide me over the winter months. It never works. I think it was on Tuesday that I met Paul Rohe out in *Intrepid II*, his Celebrity Crown 26 powerboat. (or would that actually be a Roheboat). It was good to see him on the water.

And on Saturday De went shopping. I had some extra time... so...



That’s right, I went sailing. Tom Richardson and I were the only ones out, although the winds were over 13 knots at times. I took the Goat Island tour and captured this picture of the Melges on the way. Tom was hiked out, with the spinnaker almost in the water, trying to steer and handle the spinnaker sheets, and looked really, really busy. But at 10 knots, I can let go of *Mariah’s* wheel, go below, grab a cold drink, and take pictures with no stress or strain, or change of course. I did need a jacket this day, as winds were cooler than earlier in the week. Back at the dock I shot the proverbial bull with Ken and Randal, and then headed home to see my Saturday super shopper. The race scheduled for October 31(the last race

of the season) did not occur, but two boats qualified for the Johnson rule. Results are shown below.

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100 Sailing Clubs Share Ideas for Energizing their Programs Energizing their Programs

We are not alone – (that sounded somewhat like we are schizophrenic, didn't it?) Actually, many sailing clubs are experiencing a reduction in membership. The average age of sail club members surveyed is about 60. Many younger people with children cannot afford a keel boat, do not have the time to learn sailing techniques, and are pretty much unaware of the sailing life. You may read the article below if you would like to learn more. If not, "drown" yourself in the next paragraph. That is all. <http://gowrie.com/pdfs/GowrieGroupClubBestPractices2010.pdf>

Drowning – It's not like you see on tv – learn how to recognize it for real



My good friend and fellow unemployed comedian, Bob Dilk, sent this information to me and it is something with which every water loving person should become acquainted. Drowning victims don't yell, flail their arms, or otherwise alert you to their plight, as you might believe from watching television. Find out the facts. Please read the informative article from Sailing World. http://www.sail-world.com/Newsletter_show.cfm?nid=460397 . You must scroll down the page to locate the article. Thanks to Bob for the information. It could save a life.

The fall racing series is now history

The fall racing season is now in the history books. At least it would be if we kept such books. A total of seven races were held during the season. Racers must participate in at least 60% (or four races) to qualify for placement in the series. Four boats were so qualified, and the results are shown below. Kirk Wyss won the series with four first places. Eric Roline captured second place and Randal Turner took home the third place honors. The Robisons were fourth – only one-half point from Randal. Congratulations to all. These results are my own calculations and must receive the stamp of the race committee before they become official.

2010 CLSC FALL SERIES RACE RESULTS - UNAUDITED

	9/12	9/19	9/25 Ross	10/3	10/9	10/9	10/10	10/17	10/24	10/24	10/24	10/31	Total
Barham						1.5							
Curry													
Kaminsky	CB												
Miller		CB										1.5	
Moorefield	.075	2											
Robison	3	3		CB(4)					4	4	3	1.5	10.5
Roline-SS				0.75		1.5			3	3	4		8.25
Turner		4							2	2	2		10
Walter				dnf					CB	CB	CB		
Word	2												
Wyss		0.75							0.75	0.75	0.75		3

Denotes a cancelled race date – (the 1.5 is from the Johnson Rule)

Denotes races not used in the calculations (only the lowest four were used)

CB – denotes committee boat duty

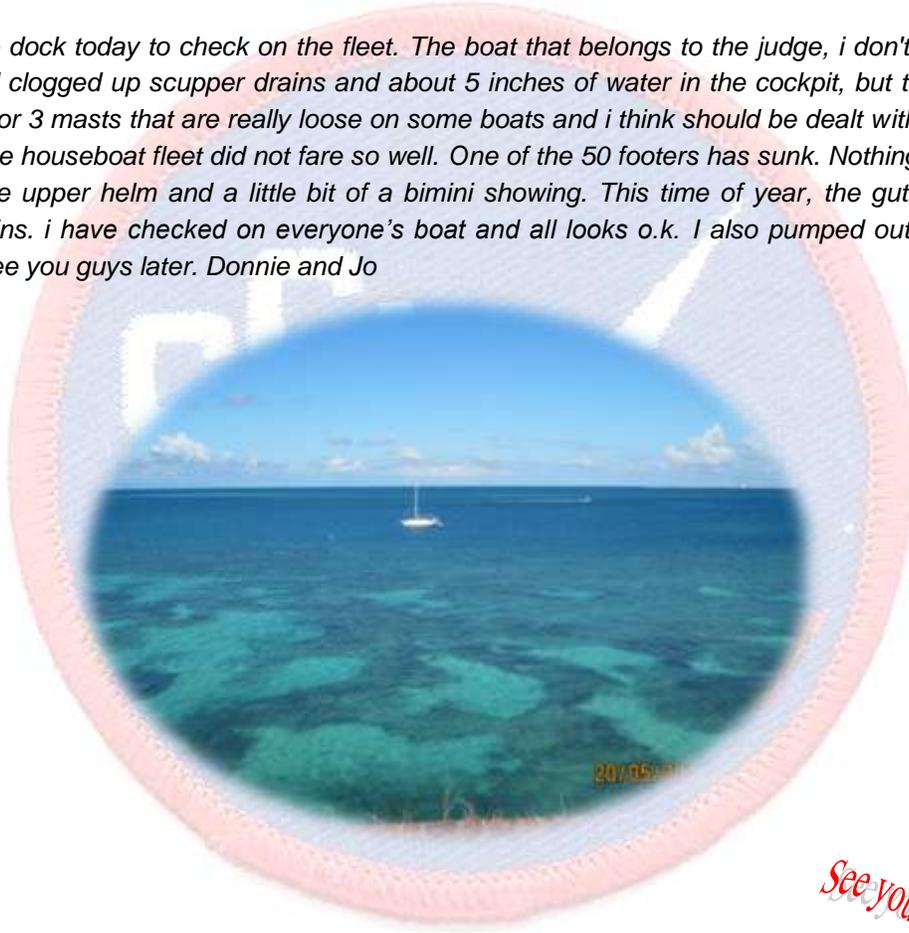
It is with deep regret...

It is with deep regret that I must inform you that another racing season has come and gone. The seasons are passing faster it seems, and yet I find myself straining to fill them to their max. At times I think I am holding my own, but then I visit my 86 and 88 year old parents and I find I am only but a fledgling in this process. My father has trouble seeing – macular degeneration – and he no longer drives a car – but he can take you several miles up the backwaters of the Mississippi to some of the best fishing holes imaginable. He cannot see all the stumps in the water, but his propeller can easily find them. Thankfully I know a couple of fellows at East Tennessee propeller who rebuild his propellers each winter. He says when he gets to be 90; he wants a new outboard for his birthday. I am looking for one with a rubber propeller. His reluctance – no, his inability – to sit home on the porch, his zest for life, is what keeps him going. I'm hoping some of it has rubbed off. My mom can see very well, and still does the driving. She doesn't hear well, however, even with her "aids". Dad hears just fine. Where one flows, the other ebbs, and together they do more things than many younger couples today. They are also quite talented, although somewhat independent. I remember when mom was nearing time for a knee replacement and I drove her to the store to get groceries. They had a cart with a seat that enabled an older person to be pushed through the store. I asked if she would like to ride in it and I would push her. She replied "why don't you get in and I'll push you!" Alone they are formidable, but together they are impregnable. That's really the way we all should be, isn't it? We also have a wide spectrum of talent in our sailing group. We certainly are individuals – but each of us has talents that can benefit others in our club. It is the sharing of those talents that make us better able to accomplish our boating needs – to do such things as making a trailer for loading and unloading of our boats, for bottom maintenance, mast repair, sail and canvas repair, electrical and diesel troubleshooting, mast climbing, and diving. We also have individuals who can teach sailing skills in our "learn to sail" class. Alone, we are able to process some of our needs, but together we do just about all of them. And we build lasting friendships and good times in the process. Speaking of good times, as I think back through the year, my first thoughts are from the trip to the land of the gay tattoo – Key West and the Dry Tortugas. We had a great crew, and many good times, but my fondest moments have to do with the 9 pm to midnight watch. I had the wheel of the 40 foot Island Packet. We were heavily heeled (Captain Duggin would have it no other way) and the wind was 12 to 20 knots on a close reach. We were hauling down through the black as pitch gulf. I had no idea that a fat old Island Packet could go that fast. My able watch assistant, the Good Captain Duggin, was fiddling with the autopilot and so I was hand steering – a physical job in those windy conditions. I inadvertently eased off course a few degrees, and when I corrected, the windward crewman rolled out of his berth onto the floor of the cabin. (Editor's note: The sailing dictionary by Beard and McKie defines "berth" as "any horizontal surface whose total area does not exceed one half of the surface area of an average man at rest, onto which at least one liter of some liquid seeps during any 12 hour period and above which there are not less than 10 kilograms of improperly secured objects"). At shift end, Captain Duggin went below only to find the crewman curled up and sleeping peacefully on the floor of the cabin. Not only was our crew talented, but they easily adapted to the changing sea state. Not all of our talents are water related, however. When we talk talent we must also include the talents of our chefs on those trips - the famous "Dugginista" desserts, and our great guru of the grill, Randal. It's also good to know that when one of our members visits the dock, he checks on all the boats. (See the note from Donnie Robison below). So – we have a lot of talent. As Yogi Berra would say, "We have deep depth." We have so far, no word on further activities for the year, and this issue will be the last newsletter of the year. I have enjoyed doing your newsletter over the years, but I will retire that job as of this issue. It is time to reach into that pool of talent, grab a handful of mud from the bottom, and mold it, and shape it into the great editor that is hidden inside. We have many good candidates. Aloha!

Note from D. Robison

Thursday, Nov. 4th:

I went to the dock today to check on the fleet. The boat that belongs to the judge, i don't know his name but his boat had clogged up scupper drains and about 5 inches of water in the cockpit, but the boat is o.k. now. There are 2 or 3 masts that are really loose on some boats and i think should be dealt with before an accident happens. The houseboat fleet did not fare so well. One of the 50 footers has sunk. Nothing remains above the water but the upper helm and a little bit of a bimini showing. This time of year, the gutters clog and so do scupper drains. i have checked on everyone's boat and all looks o.k. I also pumped out the venture 19.sad little boat. See you guys later. Donnie and Jo



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See you on the lake! Don

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