

# The Binnacle

## What's Up...

Volume 3, February 2013

The gorgeous weather lately (last weekend) has given me Spring fever, and I'm sure I'm not alone. But in checking my Farmer's Almanac, do not be in a rush to put those warm coats away just yet!! No matter what **Punxsutawney Phil** says looks like a lot more cold wet weather ahead. How about another club trip to the BVI's anyone?



*Where it's always a beautiful day to go sailing!!*

We are glad to have Will Marsh and Debbie Clotgeler joining us as Cruise Coordinators, and they have jumped right in at their first Club meeting working on setting up some fun activities for all of us. So if you have suggestions for cruise's let them know.

Look for a Coke machine to be installed in the next few weeks on the patio for everyone's convenience and enjoyment.

The Chili cook-off was February 9, and we had a great turnout. We had seven entries and it was very hard to pick a winner. The next Club dinner is March 9<sup>th</sup>, the St. Paddy's Day Potluck, so come and bring your best dish and Luck of the Irish!

If you would like to submit material for the Binnacle contact me at [cben1963@yahoo.com](mailto:cben1963@yahoo.com) and put Binnacle in the subject line.



# The Binnacle

## Would You Intentionally Sail into a Hurricane?

Volume 3, February 2013

Connie Benton Miller

Ed and I have always dreamed of sailing off in the sunset one day, of course we plan to come back! Part of that discussion has always been what to do in the event of bad weather? In the case of Hurricanes you usually have several days' notice that it's out there and the possible path. So do you try to get out of the path i.e. run like hell? (My plan) or find the safest harbor and try to ride it out (Ed's plan)? But have you ever heard of any one in their right mind sailing straight into one?



Evidently the Captain of the HMS Bounty thought that was pragmatic. I've been fascinated by this whole tragic saga since watching the search play out on the cable news immediately after Hurricane Sandy passed the coast of North Carolina. Several articles and media accounts of the events leading up to the sinking of the Bounty vary in their description of Captain Robin Walbridge, cavalier, hubris are a few. But sailors that knew him and had sailed with him describe him as a quiet, unassuming man with thick glasses and a small ponytail. Describing him as a "genius," a "father figure,". According to Kathryn Miles, Outside Magazine in her article *Sunk: The Incredible Truth About a Ship That Never Should Have Sailed*. Capt. Walbridge's crew was deeply devoted to and trusted his experience. He'd sailed through Hurricanes before and always made it. He had a plan and a schedule.

He called a crew meeting on the afternoon of October 25<sup>th</sup>, and told his crew that he understood that they had been getting calls and texts from family and friends concerned about the storm and he would understand if anyone wanted to return to the docks. But no one did. And for one that was a deadly decision. They admired and respected their Captain. So they began preparing for the rough trip ahead. Their plan was to sail due east, wait for Sandy to turn toward land, and then push the vessel into the storm's southeast quadrant, where hurricane winds are usually weakest. Why he so quickly abandoned that idea once at sea remains a mystery.

What was a square-rigged ship doing in the middle of a hurricane—a storm that had been forecast for days? Was a potential new benefactor waiting in St Petersburg worth risking lives for? Sailors pointed fingers at the captain, Robin Walbridge, insisting that his poor judgment and bravado were to blame. It's true that Walbridge had tempted fate before. In each instance, some combination of skill and luck had returned the ship home safely. But not this time.

Accounts of the events that happened after leaving dock that day are currently being recounted as the Coast Guard hearing is underway. The stories told by each member of the crew are terrifying. Trying to explain the chain of events that lead to the sinking of the Bounty and the biggest reason why? Why put out to sea and head right at a major Hurricane? We may never know.

**Reference: Sailing World, Hubris and Hurricanes by Tim Zimmermann**

**To read live tweets of the hearings you can go to [https://twitter.com/kathryn\\_miles](https://twitter.com/kathryn_miles)**

# The Binnacle

Downwind Sailing or "don't do that wing thing"

Volume 3, February 2013

Ed Miller

I know I can stir up some debate on this one. Every single racing book, article, or pamphlet I have read tells me that unless you have very specific conditions "wing and wing" or is it "wing on wing", will result in the absolutely slowest time to the finish line. The thing is, it seems almost all racing books are written for the true racer. Yes, that would be those people who fly a spinnaker. They not only have a spin, but they have a crew of three or four deck monkeys who can throw it up and take it down faster than Dockboy can gobble down a McDonald's sausage and cheese biscuit. Those of us with somewhat less athletic crew people are left looking for an easier way to get back to the finish line. Hooking a whisker pole to the end of the jib seems to be a close facsimile and it does get you pointed back to the line and let's face it, it looks cool. Problem is, if you look at almost any keelboat polar chart it shows that the speed or as the smart kids say "velocity made good"(VMG) is substantially better if you are between 120 and 145 degrees from the true wind. Well, I have tried this and watched everyone pass me. Again, I believe these polar charts are almost all written around a spinnaker.

If the genoa car is put forward, the jib will still be open at the top and pinching at the bottom. Ideally, I would want someone with ten foot arms holding the jib sheet out to retain a little bit of sail shape while opening the slot between the jib and main. So lately we've been poling the jib out on the same side as the main. This used to be against the rules of racing but is no more. With the sheet brought back as far as possible and fairly tight this seems to result in a much faster point of sail when the winds are in the 6-10 knot range. This also seems to work out the best when pointed about 45 degrees off dead downwind. Any closer and the jib is blanketed. The hard part is psychological as everyone else drives straight for the finish and you're headed instead towards what seems like the docks at the state park. Our Hunter is further complicated by its swept rig, which means downwind you will have the main plastered to the spreaders, not doing it any good.

Now if the winds are howling and you are near hull speed and pointed at the mark wing and wing you won't go any faster unless you can get that Catalina, etc. to plane. Not likely.

The other time this doesn't work so well is when the wind drops much below five knots. It seems there just isn't enough of a breeze to keep the air flowing along the curved sails so you may as well put as big of a board out there as possible, hence wing and wing.

It seems the theory is the sails act like an airplane wing where the curve of the sail actually causes lift in the forward direction, in addition to "catching" the wind. By keeping the slot width essentially constant from the deck to the head of the sails you will increase the lift created by the main just like when close reaching. The only difference is the slot is much wider. There are those that will say, sure you are going faster but you also have to cover more ground zigzagging back and forth. This is where some experimentation is required. Since you are not going dead downwind the apparent wind will actually move forward, closer to the beam and causing more "forward lift" or attached flow or however you want to describe it. As the boat accelerates from this lift the apparent wind moves still further forward. If there was almost no friction from the water the apparent wind would keep clocking around till it was almost on the nose. Impossible you say? Well watch some ice boating "YouTube" videos. They are almost always close hauled no matter the wind direction.

We could go on and on discussing the technical aspects of this but I'm sure I have put most of you to sleep already. The next time you are running back to the finish and are curious of the effects try poling out on the same side as the main and "tack" downwind. You may be surprised.

# The Binnacle

Buy or Bail

Volume 3, February 2013

Diane Seals

Kala's Cottage – Guntersville, AL

When you walk through Kala's Cottage front door you are surrounded by the warmth and beauty of the shop's eclectic collection of carefully chosen treasures that are ever changing. Great selection of gifts and cigars. And if you are needing a bottle of wine or two (and like myself don't know much about these), both Kala and JoAnne are avid wine lovers with prior wine industry experience. So far, they have never led me wrong on any of their suggestions.

On the fourth Friday of every month they have some great wine tastings, great appetizers and most time some kind of music 5:30 -7:30 (because of alcohol being involved these times are strictly adhered to). It's not unusual to find the larger boats tied up at the City Docks and their owners hanging out at these. Although there is a \$10 charge, it's well worth this and many times the proceeds will be going to a local charity. This is a local hangout for many politicians, locals and even people from Huntsville will make their way down here and stop there on their way to eat at some of our local restaurants.

Regular shop hours: Tuesday- Saturday 10ish – 5ish (now don't those hours just sound like something a sailor would say!)

I would highly recommend this place – especially the wine tastings in the summer because the crowd spills out into the yard and porch swing! And while you are there, don't forget to mention you are with LGSC! Kala was gracious about donating some tickets to the wine tastings last year.

Recommended as a BUY!

If you would like to contribute to this section with an article about your favorite local spot or boat gadget (or maybe something that didn't work for you, that would be a Bail) please submit to [cben1963@yahoo.com](mailto:cben1963@yahoo.com).



# The Binnacle

Commodores Comments    George Brown

Volume 3, February 2013

Seems like winter won't quit and let us get out sailing. Because Trish and I are tied up each November and December with our Christmas tree farm, it feels like forever since we have been able to come to the marina, sail and see our friends. But I know it's just around the corner, with our first spring race coming up in just a couple of weeks. Can't wait. Fleet has put together a great schedule of races for the spring, with two joint races with Browns Creek and the Guntersville Cup. Should be a lot of fun. If you have never raced before, just come down, attend the skipper's meeting (usually at 11 am) and come out with us. We are not as serious as some clubs and our main goal is to have fun. I remember my first race – I was too intimidated to join all the other boats at the start line, so I just waited a minute to let the crowd clear and then took off. One minute in a two hour race usually isn't critical, and if you finish one minute behind another boat, then you'll know what you need to do next time to win. Racing is a great way to improve your sailing skills. When you are out there by yourself, it's hard to tell how well you are doing. But when you are sailing next to another boat, you can see what they are doing versus what you are trying, and see exactly what does and doesn't work. If you have never raced before, let Fleet know and we'll get you a special 1<sup>st</sup> timer's handicap.

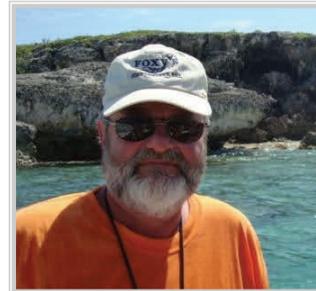
Val and Diane (with a lot of help from our great Social Committee) have put together a terrific schedule for this year, so we'll have a dinner/party every second Saturday of each month, except May. The second weekend in May is Mother's Day, so our shrimp boil will be one week later on the 18<sup>th</sup>. The transient docks at the state park have been repaired, so we will again do our dinner at the lodge on June 22. We sail over (usually with a fun race), tie up at the docks and are transported to the lodge for dinner. This will be about the longest day of the summer, so there is always enough sunlight to sail back to the marina after dinner, or to find an anchorage and spend the night on the lake. If the weather cooperates, we'll organize a raft-up for the night.

We have several new members in the club this year. Many of them do not realize that by renting a slip at the marina, they are automatically members of the club, entitling them to participate in all of our activities and to use the club house. If you see someone new, be sure to introduce yourself and invite them to the next club activity. Give them our website so they can check it out. We have been trying to put together a list for new dock plates since last fall, but are having a hard time getting complete information.

If you do not have a dock plate, send me an email ([gbrown1@hiwaay.net](mailto:gbrown1@hiwaay.net)) as to how you want your name(s) and boat name listed. As soon as I get around 10 requests for the dock plates, I'll have them made.

Hope to see you on the water soon.

George



# The Binnacle

Rear Commodore

Val Mason



**Just wanted to remind everyone about our upcoming social events...**

First, thanks to everyone who participated in the Chili Cook-Off for our February event. We had plenty of chili's to judge and lots of delicious desserts and appetizers as well. Beth Mason's white chili won first place honors, Ed Miller's home-style chili received second place and Linda Frost's original meatball chili earned her third place. It was great to visit with everyone again...thanks to all the wonderful cooks!

Please plan to join us for our next monthly dinner  
On **Saturday, March 9<sup>th</sup>** starting with appetizers at  
**5pm and dinner at 6pm.**



Once again, Connie and Ed Miller are hosting our **St. Patrick's Day themed dinner** for this night. Please bring your **favorite stew**—Irish or not—to share with everyone. Appetizers, breads, salads and/or desserts are also welcome. Hopefully, the weather will cooperate so that we can enjoy an afternoon of sailing and a fun evening of delicious food together!



Be sure to mark your calendars for our annual Gunter'sville's Cup Regatta on April 12 to 14<sup>th</sup>. We will have an Italian dinner Friday night, breakfast Saturday morning, a Barbecue Dinner after the races on Saturday night and breakfast again on Sunday, before the final races. More details to follow, but please plan now to join us for the races and/or the dinners.

May the luck of the Irish be with you!



# The Binnacle

## The Gourmet Galley

### BETH'S "AWARD-WINNING" WHITE CHICKEN CHILI

#### Ingredients

Chopped Cooked Chicken—about 1 1/2 lb ( can use rotisserie, frozen or fresh)  
1 stick butter  
1 cup chopped onion  
1 cup chopped bell pepper  
1 clove minced garlic  
3 tablespoons chopped cilantro  
2 or 3 tablespoons chopped jalapeno peppers  
2/3 cup sour cream  
3 cans navy beans (Bush's brand is good.)  
8 ounces Monterey Jack cheese  
1 can chicken broth  
1 teaspoon oregano  
1 teaspoon cumin  
salt and pepper to taste

#### Cooking Instructions

Stir constantly throughout the cooking process.

Melt butter. Add onion, bell pepper and garlic. Cook until tender. Add chicken and cook a few minutes. Add all other ingredients except cheese. Cook a few more minutes. Then add cheese.

If this is not thick enough, add thickener such as 2 to 3 tablespoons corn starch or flour stirred into about  $\frac{1}{2}$  cup cold water. Stir thickener slowly into chili mixture. Continue adding thickener until desired consistency is obtained.

# The Binnacle

Vice Commodore Fleet Willoughby

Volume 3, February 2013



The Spring season is almost upon us and we'll be seeing some minor changes this year. The Spring Trophy series will consist of six races with two of those races being joint races with BCSA. Straight Portsmouth handicap will be used for the Spring series. For the two joint LGSC/BCSA races, LGSC will be the RC for the first race and BCSA will RC the second race. I need y'all to focus now, pay attention to this statement: **The Captain's Meeting will be held at the marina that is the RC.** LGSC will be providing a first place trophy for the two race series and we'll have the presentation at Crawmama's, 6 pm, after the second joint race. Mark your calendar for the Guntersville Cup. This is our biggest fundraiser of the season so make an effort to come out and support our club.

Several "new" people have contacted me about crewing for this Spring. I've asked them to contact me early with the races they would like to participate in and that I will try to pre-arrange a boat for them. I will post their requests on our Yahoo Racers page, so if you need crew keep an eye out via our Yahoo forum. Also expect "crew" to just show up on Saturday and look for a ride.

## LGSC 2013 Spring Race Schedule

Date	Race
Sat March 2	Spring Trophy Race #1, CM 11:00 am
Sat March 9	Spring Trophy Race #2, CM 11:00 am
Sat March 16	Spring Trophy Race #3, CM 10:00 am, Joint Race, RC: LGSC
Sat March 23	Spring Trophy Race Back-up
Sat April 6	Spring Trophy Race #4, CM 11:00 am
April 12-14	Guntersville Cup
Sat May 4	Spring Trophy Race #5, CM 10:00 am, Joint Race, RC: BCSA
Sat May 18	Spring Trophy Race #6
Sat June 1	Spring Trophy Race Back-up
Sat June 8	Spring Trophy Race Back-up

Continued on next page

# The Binnacle

Vice Commodore Fleet Willoughby

Volume 3, February 2013

The Fall season will bring new opportunities for LGSC. After a 16 year hiatus, LGSC will be hosting the Tennessee Valley Challenge Cup (TVCC). The TVCC consists of six member clubs (Privateer, BCSA, Wheeler, Pickwick, Muscle Shoals and LGSC) and one guest club (Concord). Hosting the race will showcase our facility and our race talent. I helped with last years TVCC and was impressed with the expertise level of the racers. Please note that we will need all the volunteers we can get to help with this effort and for the Marina clean-up on Sept 14.

The Fall Trophy series will consist of five races and will start a little earlier than usual. The Fall race schedule is displayed below.

## LGSC 2013 Fall Race Schedule

<b>Date</b>	<b>Race</b>
<b>Sat Aug 24</b>	<b>Fall Trophy Race #1, CM 11:00 am</b>
<b>Sat Sept 7</b>	<b>Fall Trophy Race #2, CM 11:00 am</b>
<b>Sat Sept 14</b>	<b>TVCC Prep Day @ LGSC</b>
<b>Sept 20-22</b>	<b>TVCC@LGSC</b>
<b>Sat Oct 12</b>	<b>Fall Trophy Race #3, CM 11:00 am</b>
<b>Sat Oct 19</b>	<b>Fall Trophy Race #4, CM 11:00 am</b>
<b>Sun Oct 20</b>	<b>Fall Trophy Race Back-up</b>
<b>Sat Oct 26</b>	<b>Autumn Challenge</b>
<b>Sat Nov 2</b>	<b>Fall Trophy Race #5, CM 11:00 am</b>
<b>Sun Nov 3</b>	<b>Fall Trophy Race Back-up</b>



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