A man who would go to sea for Pleasure would go to Hell for a Pastime.
old proverb.... sometimes attributed to Sam Johnson

Well starting off I had three emails asking me what exactly an MSD was and why whatever it was had to be inspected. So here goes.

Charlie Rains, our certified inspector tells me that the State has informed him they do not yet have stickers which is curious but typical. So the Marine Police will not be issuing inspections or tickets on expired stickers until the new supply is available. I'll notify everybody when the stickers are here.

MSD stands for Marine Sanitation Device. Every toilet other than a removable and self contained porta potti must have a MSD sticker that shows it was inspected by the state and meets all Federal Pollution requirements for non overboard discharge. This can include a Y valve if it is fastened shut by various means to prevent discharge in waters less than 50 miles offshore. Charlie Rains is a certified MSD inspector. If you don’t have an inspection and decal after the prescribed period then you risk getting a ticket from the Marine Police.

I’ve included a wind rose and points of sailing because I’ve had several people ask me what I’m talking about when I’ve used the terms on the boat. I had a very interesting discussion with the Marine Police one night when they overtook us under sail and wanted the steaming light on. I had to dig out my Alabama regulations and Chapmans to prove to the man it was not required. In Alabama it is definitely not required under sail and to show it would only be confusing assuming the power boats out there know you are the burdened vessel. Some states do require it as we found out in Texas one night. But that was on a Lake. Not required on Federal Waterways. And finally the dayshape to show you are under power. Even if you are under full sail but have the engine running and the prop turning you have lost your right of way privileges and are considered under power. You don’t see the cones here but in places where I’ve lived that are pretty crowded it is usually flown and sometimes enforced.

Saturday October 10th was a big day at the marina. It didn’t start out too promising but the weather cleared up. Boyscout Troop 28 brought 11 scouts and we had eleven boats. Randy Rathman and I were sailing alone so we had two each. Everybody else took one scout and we set out for a buoy race in light air. Will, one of my scouts who sailed with me last year, took the helm as we left the slip under power and ended up steering the whole race. I just trimmed. He did a great job and John Marsh just beat us over the start line. His scout also steered the boat. It was a lot of fun and the boys did really well. After the race the scout masters did a great lunch down at the pavilion with roast pork, great beans and slaw and desert.

The fish fry and board meeting followed. Great turnout for the fish fry. Quill said they had to bring in extra tables. My count was about forty people for dinner. The turnouts for the socials has just been great. And thanks to the Trish and all the social committees who have made this possible. And it’s great to see
new faces.

We have some new boats in the marina including a beautiful green Hans Christian Cutter. Quill reports we have three more boats arriving this month. Sunday wasn’t a very nice day for racing with little wind and not a lot of enthusiasm for bobbing around in two knots.

There’s a whole lot happening the rest of October and November.

AUTUMN CHALLENGE

Just kidding Folks. This is from a sailing race in Trieste Italy that is the 41st annual running and had 1,800 sailboats in it. That’s right. ONE THOUSAND EIGHT HUNDRED. Sailing is just really big in Europe. But never fear. We are going to have a great Challenge.
SATURDAY OCTOBER 24th

***AUTUMN CHALLENGE  SATURDAY OCTOBER 24TH

For those of you who don’t normally race or are new in the club this is a very laid back day of racing. Pursuit format so you don’t have to worry about the starting line. Only getting to it on time. There will be two races and dinner afterwards. Great Prizes and lot’s of fun. See Dick Potter’s comments for more information.

***ANNUAL HAY RIDE AND GATHERING SATURDAY NOVEMBER 7TH

Hay ride and dinner and fun out at Trish and George Brown’s farm. Social hour at four, dinner at five. Bring a dish of your choice. Trish will need RSVP by November 2nd. See her comments for details.

***ANNUAL DINNER AT GUNTER’S LANDING. SATURDAY NOVEMBER 14TH

This is always a great event and if you have never been you should come. The attendance over the last few years has been great, the food is excellent, and the facility very nice. Besides the chance to meet everybody in one place we also have the election of new officers, changing of the guard, and this year will vote on the new By Laws. Beverly Kulhman needs a head count by Friday November 6th. Call her at 256-505-1108 or email her at bkkuhlman@hotmail.com.

***ANNUAL CHRISTMAS PARTY AT CLUB HOUSE SATURDAY DECEMBER 12TH.
1800 hours at the Clubhouse featuring Turkey and Ham. Bring a side dish.

http://www.mapquest.com/maps?city=Guntersvill&state=al&address=+1000+Gunters+Landing+Rd+#a/maps/m::11:34.394745:-86.255185:0:::1:1::/e

LINK TO MAP OF GUNTERS LANDING
This islander 30 belongs to Mr. And Mrs. Jerry Creager. They are now living in Birmingham. They origin-
ally purchased the Islander 30 brand new in Michigan some 30 years ago. And just recently they were
looking for a new boat and found the very boat for sale. Not only that it was still owned by the second
purchaser and in pristine condition. So they bought it back and here it is in the Marina. They are located
on the big docks right across from Trish and George Brown and Roger Erickson. Jerry told me they
started sailing on Lake Lanier in a Columbia 24, then moved up to a Pearson 26, then the Islander. They
sold the boat to focus on raising their children and all the other things life brings and sailed and lived on
the Chesapeake as well as Lake Michigan.
We are back in full swing after a rather fluky summer. First it was too hot. Then it seemed too wet. And all during this time the wind just was not there. Hopefully, that is in the past and we can finish the season with a bang at the Autumn Challenge. That is coming up this weekend, October 24 so please send in your registrations for “chasing” and dinners. Even if you are not racing, please come to the Saturday night dinner as I am sure you will enjoy the Italian feast and some great British humor when Dick does the award presentations. Everyone will be a winner!!!

If you missed the fish fry you missed another great dinner ala Trish Brown and family. She had her whole gang there frying and cooking a marvelous feast. The fish was great, the hush puppies (in Beverley’s words) were to die for and (I thought) the gumbo was the best ever. Thanks again to Trish and her social committee for putting on such wonderful events.

WE got a few comments back on the new proposed By-Laws. Most were technical and were incorporated. Remember, we will be voting on these at the annual dinner. WE will also be electing officers. The nominees are:

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
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<tbody>
<tr>
<td>Commodore</td>
<td>Keith Kuhlman</td>
</tr>
<tr>
<td>Vice Commodore</td>
<td>Amy Stapleton</td>
</tr>
<tr>
<td>Rear Commodore</td>
<td>Trish Brown</td>
</tr>
<tr>
<td>Secretary</td>
<td>Ed Miller</td>
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<tr>
<td>Treasurer</td>
<td>Beverly Kuhlman</td>
</tr>
</tbody>
</table>

The officers who will be succeeding themselves this year will serve one more year and then we will elect a new Commodore, Rear Commodore and Treasurer. The Vice Commodore and Secretary will serve two year. In that way we will be able to stagger the Board members to help with continuity. This assumes that the new By-Laws pass.

The Annual Dinner is November 14th at the Gunter’s Landing Golf Club. The social hour starts at 6 pm. Dinner will be at 7 pm. Please let Beverley Kuhlman, bkuhlman@hotmail.com, ***-***-**** or Trish Brown, pbrown@hiwaay.net, ***-851-9375.

The cost is $25.00 per dinner. Please make you checks out to LGSC and mail them to:

Beverley Kuhlman  
5224 Jefferson Circle  
Guntersville, AL  35976

Club Burgee Available. Show your colors.  
Very nicely made.  
$25  See Beverly Kuhlman
The fall season has got off to a slow start with some races abandoned because of the weather, rain and no wind. However the race on October 10 was a great success with the Birmingham Scouts providing crews. They all enjoyed themselves and I thank all the skippers involved for exposing a new generation to the fun and joys of sailing.

In less than two weeks the autumn Challenge One-Day Regatta takes place. This is a Club event and is a chance to win some valuable prizes. One fleet will be sailed for Spinnaker boats and two fleets will be formed for Non-Spinnaker boats – hot shots in the A fleet and the rest of us in the B Fleet. Entry forms are at the Clubhouse and on the web site. There may even be one in this Binnacle.

AS ALWAYS RACE RESULTS ON THE WEBSITE       www.lakeguntersvillesailingclub.com/racing

ENTRY FORM ON NEXT PAGE

This comes under the venue of racing but isn’t directly related to the Club. But I thought you might be interested that the Mutineer 15 National Championships were held last week in the area of the State Park. The Club was represented by Bea And Allison who sailed very well against some highly experienced and expert sailors. WAY TO GO LADIES. There were also other local sailors including Ed Hurst and David Chadwick from Brown’s Creek. The club was also represented by the Race Committee. Some time early this year Keith Kuhlman was asked to organize and provide the race committee for the event. This is no easy task.

Keith recruited eight members to serve as the committee. Dick Potter, Beverely Kuhlman, Trish and George Brown, Your Editor, and Bill and Vicky Hicks. The Hicks also graciously provided their Cat 310 as the second committee boat. We also had two power boats for crash detail and moving marks. Quill And Charlie Rains very nicely provide the inflatable and Keith used his ski boat. Without giving away our ages this group encompassed many hundreds of years of sailboat racing experience.

The regatta was sailed in generally horrible conditions. The first two days were no wind, shifting, and one day, Thursday, torrential downpours which did not keep the boats from racing although we couldn’t see them until they were on top of us. The racing was quite exciting and very close and an interesting show to watch. David Chadwick finished third in A Fleet and Bea and Allison finished third in B fleet.

The Mutineer folks were very friendly and nice and I think they were impressed by the race committee work. For anybody who has been to other regattas you know what a great job our little club does with Events. And my hat is off to Keith who really planned and organized a great series of races.

It would be great to see more National Regattas on the Lake. The Cat 22 Nationals are at Wheeler Lake this summer. If you’ve never seen a big well run event come over and watch how they do it.
The Entry Form follows:

Entry/Registration Form             Lake Guntersville Sailing Club at Lake Guntersville Marina

Skipper:_________________________________________ Phone____________________
Street:__________________________________________ City/Zip:___________________
E-Mail Address: __________________________________

Boat Name: __________________________  Manufacturer & Model: ____________________
Sail No:___________________________ Length:______ft.

Race & Classes: The races shall be Pursuit (Handicap) Races according to assigned PHRFs. Classes for this event will include Spinnaker, Non-Spinnaker A and Non-Spinnaker B. The Non-Spinnaker B Fleet will be for slower boats and novice skippers and assignment to this fleet shall be by the Race Chairman.

(Mark one) Spinnaker: __  Non-Spinnaker: __

The LGSC Race Chairman will assign a PHRF and determine appropriate handicaps.
The rating will be based on the boat, its outfitting and the conditions. I understand that the assigned rating is for this Regatta only and cannot be appealed.

Race Fees: (After October 18, 2009, $25.00)             $  25.00

Additional Items:
Saturday Night Dinner @ $10.00/each No:____ Amt:$______

Total Fees enclosed: Check No. _____              $______

Make checks payable to: Lake Guntersville Sailing Club. Mail with this entry/registration form to:
Dick Potter
129 Wilder Drive
Harvest, Alabama  35749
Tel:  256 837-2537
e-mail:  dickpotter@bellsouth.net

LGSC Autumn Challenge Tee Shirts will be available and printed at the Clubhouse on race day at a cost depending on the item of clothing chosen.

In consideration of your accepting my entry into the Sailing Program, I agree to be bound by the Racing Rules of Sailing 2009-2012, the prescriptions of the US Sailing Association, and the Navigational Rules International/Inland Waterways, which I have read and understand, and the Sailing Instructions dated April 1, 2009. My boat will be outfitted, equipped and handled in accordance with those instructions, and she shall be properly manned. I waive for myself, my executors and administrators, heir(s) and assigns any and all claims as may accrue to me or them against the Lake Guntersville Sailing Club and the Lake Guntersville Marina, their officers, directors, employees and agents and anyone or more of them arising out of my participation in the 2009 LGSC Autumn Challenge Regatta or arising from any related activities.

Skipper: __________________________ (Signature) Date: ____________
Did you know some states like Texas and Missouri require the steaming light when sailing. The drawing on the right is a dayshape for a sail boat under power. Theoretically to be shown under Federal Jurisdiction.

If you have a Tri color at the mast you must turn on the all around when powering
It could easily be a description for a mass-market daysailer designed in 1997. 'Simple. Comfortable. Easy to launch. Stable with positive flotation. Good sailing performance.' Instead, it's the consistent pitch for that prototypical family daysailer and laid-back one-design racer, the Flying Scot.

A hotshot small boat sailor with a penchant for planing, designer Gordon "Sandy" Douglass was already famous in 1957 for high speed creations: the 17-foot Thistle and 20-foot Highlander. For his new design, he reined in his desire for all-out performance to produce a moderate boat that could still sail well, but be managed easily by a couple. This meant reducing sail area and letting the hull form swell for stability: then simplifying the rigging and deck layout, installing spacious and comfortable seats, and building it on the heavier, more durable side, Douglass found the rest of the formula.

Under the designer's direction, the Gordon Douglass Boat Company built the Flying Scot until Douglass retired in 1972 and sold the company to Eric and Mary Ammann. Harry and Karen Carpenter then took over in 1991 as Flying Scot, Inc. In combination with a few other builders, more than 5,200 boats have been built. The 2000-member Flying Scot Sailing Association has managed the class adroitly over the years. Working with the builders, its officers have stuck to the designer's original tenets of keeping things simple, resisting frequent rule, design or equipment changes. The class has also innovated successfully to keep the low-key, family emphasis on class events.

The combination of a committed builder, a well-run class, and a boat with characteristics that still ring true in a 90s sales brochure, augur well for this class in the next century.

WARNING

IT IS IMPOSSIBLE TO FORESEE EVERY CONCEIVABLE INNOVATION WHICH MAY BE THOUGHT OF IN THE FUTURE, OR MENTION EVERY SUGGESTION THAT HAS BEEN RULED ILLEGAL IN THE PAST. WHEN IN DOUBT, IT MUST BE ASSUMED THAT ANY THING IN CONNECTION WITH THE BOAT, SAILS OR RIGGING WHICH IS NOT CLEARLY COVERED BY THE OFFICIAL PLANS AND SPECIFICATIONS OR PUBLISHED CHIEF MEASURER'S RULINGS IS ILLEGAL, AND THAT A RULING MUST BE OBTAINED FROM THE CHIEF MEASURER BEFORE ATTEMPTING SUCH AN INNOVATION.

This is the warning that is repeated throughout the Flying Scot rules. I think that it goes a long way to explaining the long lived popularity of the boat other than it’s fine performance at several tasks.
The boats are not as demanding as Sandy Douglas’ other two popular boats, the very challenging Thistle and the Highlander. But the boat does perform and will definitely plane. But it’s so simple in it’s systems and rigging and definitely stable enough for four people and kids. Very buoyant and easy to right with very little water in the cockpit when it goes over. The class is so strictly controlled that even the sheet lengths and sizes cannot be altered. So everybody has the same hand they are dealt with. And over the years people have tried every which way to cheat the systems to no avail. So a brand new Scott weighs the same as Hull Number 1 which by the way is still sailing and racing. The regattas are very well run and have junior, double handed, women’s, and mixed classes. Typically sailed with three crew. They will day sail beautifully and are easy to launch and set up. When you are in the boat it seems larger than it’s nineteen feet. But it’s continuing allure is the strong racing and regatta program. In Alabama alone there are seven fleets of Scotts. #38 Logan Martin Lake # 85 Lake Martin #102 Fairhope Mobile Bay, #118 Logan Martin # 121 Lake Tuscaloosa #190 Muscle Shoals # 197 Brown’s Creek, Lake Guntersville. You can buy a used Scott from about $2,000 for a 70’s vintage with sails and trailer to about $12,000 for one built in the early 2000 range. New they will set you back about $15,000. But at the Nationals last year two of the oldest boats there took away the trophies. Go over to Brown’s Creek and see the boats if you are interested. Sterling.
Dock Master
Quill Briggs
256-652-0916
Call Quill with Billing Issues and any facilities issues.

Quill’s Dock Boys eagerly await to help with your every need.

Dock Boy
Quill’s newest dock dog at work.
Dock Boy Just showed up a couple of weeks ago and is very friendly and really likes greeting everybody. He’s Quill’s best buddy.

NEW ADDRESS
Please Make payments to Lake Guntersville Resorts
105-A Locust Street
Gadsden, Alabama 35901

Alabama Marine Police
256-582-1099
vhf channel 16