



OCTOBER 2008 EDITION

The Mainsheet

Grande Maumelle Sailing Club Est. 1959

Upcoming Events and Races

October

10-18 & 10-19.....Sail-Offs
 10-18.....Girl Scouts Water Monitoring
 10-23.....Annual Meeting; Elections
 10-25 & 10-26.....GMSC Work Day

November:

11-02.....Keelboat Race – 1st Series
 11-03.....Board Meeting
 11-15.....GMSC Fall Ball
 11-16.....Keelboat Race
 11-30.....Keelboat Race

December

12-01.....Board Meeting
 12-06 & 12-07.....Keelboat Regatta
 12-21.....Keelboat Race

**Harbor gun for Remaining 2008 Races:
12:30 p.m.**



Get your Bearings

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Board Meetings conducted at:

The Law Offices of Gary Green
 1001 La Harpe Blvd (at Chester)
 Little Rock AR 72201

1st Monday of each month
 Board meetings begin at 6:00 p.m.





Grande Maumelle Sailing Club ANNUAL MEETING

Date: THURSDAY, October 23rd

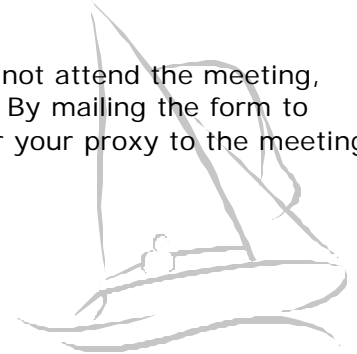
Location: The Oyster Bar 3003 W Markham St Little Rock AR

Time: 1830 (6:30 PM)

You are cordially invited to attend the 2008 Grande Maumelle Sailing Club Annual Meeting. The club membership will elect new board members and take up any club business requiring a vote by the membership.

We must have a quorum at this meeting to elect new officers. If you cannot attend the meeting, please complete the proxy form below and ensure it gets to the meeting. By mailing the form to Nicole Claas or have another member who will attend the meeting deliver your proxy to the meeting. Thanks for your cooperation!

mail proxy to: Nicole Claas
520 N. Midland
Little Rock AR 72205



Grande Maumelle Sailing Club

2008 Annual Meeting Voting Proxy

The undersigned regular member of The Grande Maumelle Sailing Club hereby constitutes and appoints the person identified below or, if no one is named below, the Secretary of the Grande Maumelle Sailing Club, as my proxy, to vote, according to the number of votes which the undersigned would then be entitled to cast, and with all the powers which the undersigned would then be entitled to exercise, if personally present, at the 2008 annual members meeting of The Grande Maumelle Sailing Club, or at any adjournment of such meeting, upon any matter coming before such meeting or adjournment.

My named proxy is (please print): _____

Member Signature: _____ Date Signed: _____

Member's Printed Name _____

Member's Address _____

**Grande Maumelle Sailing Club
Board Meeting Minutes
4 August 2008**



Attending: Sherri Jo McLemore, Chuck Blair, David Sample, Bruce McMath, Kirt Simmons, Jack Myers, Paulette McConnell, Drew Daugherty, Tracy Sykes, Robert Halstead, Bob Edmonds, David Nigus, Madelyn Davis.

Commodore Sherri Jo McLemore called the meeting to order and noted signage has not yet been posted around GMSC regarding protecting our drinking water but will be soon. There will be a visitor at the next board meeting from Central Arkansas Water who will tell us about the Watershed Management Plan.

Vice Commodore Chuck Blair had no report.

Secretary Nicole Claas was on vacation and Paulette McConnell was asked to record the minutes. The July meeting minutes were submitted and approved as amended.

Treasurer Jack Myers submitted his report, reflecting we have \$19,292 in the bank. Nicole had not been able to contact Bill Roach about his payment. She will follow-up with him on her return. Statement has not yet been received from Jolly Roger or payment of \$225. Jack requested that the invoice for purchases made at Jolly Roger Marina note the Committee or event and be signed by the member. GMSC has 185 members with 142 being regular memberships and 43 associate memberships

Chuck Blair discussed the Secretary of State NPO statement. Bud Thurman had turned this over to Chuck to complete. Jack Myers will follow up with Bud on the details of this statement.

Clubhouse Jim Marone. There has been a thief at the Clubhouse who tore out lights on path (took the copper wiring) and there is no water due to the wiring being pulled. We are adding locks to Scout House and pump house. Keys will be put in lock box at the clubhouse. A report needs to be filed and a review of costs will determine whether to submit a claim to our insurance. Also checking into posting security signs.

Grounds Drew Daugherty asked about repairing the crane when the cherry picker is rented. Also stated that removal of the tree that is down at the front entrance of GMSC will take place after the weather cools down. Sliding gate at front entrance needs to be straightened. It seems to have been hit at some point.

Docks & Slips Dan Cook. No report.

Equipment Chuck Blair. No report.

Public Relations/Gulf Yachting Association Bud Thurman. No report.

Membership Jeff Olm was not able to attend. Jack had a new application from Kevin and Kara Frazier for associate membership. Mark Barton and Jack endorsed them. Resignation received from Dr. Gruenwald who has sold his boat to Madelyn Davis. Regular membership application received from Madelyn Davis, endorsed by Jack Myers and Chuck Blair. The membership applications were approved.

Race Committee David Sample reported he will email the proposed fall keelboat schedule to A and B Fleet captains to review.

Social Tracy Sykes reviewed plans for the Labor Day Regatta. The date for the Fall Ball is November 15 and Tracy is looking at the Hilton Hotel at University and I-630 as the location.

Adult Learn to Sail Nicole Claas. No Report

Junior Learn to Sail Paulette McConnell said 5 youngsters attended the Sailing Clinic led by Tom Terrell and Jon Claas. Tom Terrell is working with parents to identify regattas to attend. Optimist Nationals will be held in October and four are planning to attend. Evan Daugherty plans to provide two additional clinic days in late September/early October to give the kids a chance to practice/prepare for Nationals. Paulette reported that Drew Daughtery and other parents suggested that each Jr Sailor, participating in the clinic and attending regattas, adopt a boat so that they can rig it according to their needs as well as provide maintenance and upkeep. The boats will still be available for other Jr Sailors to use on fun nights, Jr Learn to Sail, etc. Wednesday Night Jr Sailing has been well attended. There is one more to be held on 8/6/08.

Mainsheet Madelyn Blaine Davis stated the Mainsheet will go out at the end of this week. Deadline for the September issue is August 20.

Website Robert Halstead. No report

A Fleet Bruce McMath. No report.

B Fleet Robert Halstead had no report.

Flying Scot Mark George. Flying Scot South has asked to promote and support an Open House at GMSC. Sherrie Jo McLemore, Tracy Sykes and Jim Marone will review/discuss.

Hobie Matt Ragland. No report.

Laser. No report.

Thistle Nicole Claas. No report.

Y-Flyer Jerry Carter. No report.

Old Business - At the July board meeting Kirt Simmons, a catamaran sailor, stated he registered for the Memorial Day regatta to compete in a Portsmouth handicap multi-hull fleet but was told by Hobie sailors he could not participate. Kirt stated he would like the Board to clarify how the club could sanction the Hobie fleet when it excludes catamarans built by other manufacturers. Discussion on this subject continued at the August board meeting with Matt Ragland, Hobie Fleet Captain; Bob Edmonds, David Nigus, and Chuck Blair reviewing Hobie National Association rules and reasoning for disallowing catamarans other than Hobies to race in the fleet. Other options were discussed with Board concerning handicaps, sanctioned or unsanctioned races/regattas, etc. The board agreed that this is a fleet decision but requested that the Hobie Fleet consider allowing multi-hull to sail with them except during sanctioned races. Sherrie Jo requested they conduct a vote and notify Kirt Simmons of the results as soon as possible.

New Business - None. The meeting was adjourned.

Respectfully submitted - Paulette McConnell, standing in for Nicole Claas, Secretary.

KEELBOAT SCHEDULE

First Series - 2008

November 2 1ST Keelboat Race

*There will be a skippers meeting,
so please arrive early!*

November 16 Keelboat Race

November 30 Keelboat Race

December 06-07 Fall Regatta

December 21 Keelboat Race



2008 Centerboard Racing Schedule

Second Series – Remaining Races:

October 5 Harbor Gun 12:30
October 19 Harbor Gun 12:30



Previews of Coming Attractions ~ Mark your calendars now!!

Following are events coming up at GMSC. Make the most of your membership and get involved!! Invite friends and potential members to come watch or crew with you. Bring the family for a cookout and star-watching on the deck!

SAIL-OFFS!! October 18 & 19, 2008

The qualifiers from the 1st and 2nd Centerboard Series will draw their 6-guns and shoot it out in Y-Flyers. Skippers had to have competed in at least 50% of the scheduled races to qualify. Watch the www.GMSC.org site for qualifiers' names.

GIRL SCOUTS & World Wide Water Monitoring Day Saturday ~ 10/18/2008

Kate Althoff is bringing her daughter's Troop of Girl Scouts to GMSC to participate in a worldwide water monitoring project. The Scouts have joined the Water Environment Federation, International Water Association, the EPA and others to celebrate World Water Monitoring Day - a program to engage communities in monitoring the condition of local rivers, streams, estuaries and other water bodies.

ANNUAL MEETING & ELECTION OF OFFICERS Thursday ~ 10/23/2008

6:30 p.m. until . . . ? The Oyster Bar ~ 3003 West Markham @ Kavanaugh (Stiff's Station)

GMSC WORK DAY Saturday ~ 10/25 & Sunday ~ 10/26/2008

The October Work Party is to build more tire modules for the breakwater. Please remember that this work is done to help protect your Club and your boats! Please show up and help - be at the Pavilion at 8:30 a.m. The more the merrier, and the sooner we will be finished.

Keelboat Race - First Series Begins: 11/02/2008 **Harbor Gun: 12:30 p.m.**
GMSC Fall Ball: 11/15/2008 {see full announcement elsewhere in this edition}

Keelboat Race: 11/16/2008

Keelboat Race: 11/30/2008

Fall Regatta - Keelboats: 12/06 & 12/07/2008

Keelboat Race: 12/21/2008

Mark your calendars for the

2008 Fall Ball

Saturday ~ November 15th

Cocktails start at 6:00 p.m

Dinner to follow

Little Rock Hilton

University and I-630



We will have a great band: The IceBreakers, a smaller band made up of members of The Groan-ups. Invitations to follow.

* * * * *

GMSC MEMBER DIRECTORY UPDATE

Our current Club published roster is over 3 years old. Plans are being made to publish an update. Have you.....

- Moved?
- Changed your phone or cell numbers?
- Changed your email address?
- Changed employment?

ALL MEMBERS:

- PLEASE complete and promptly return the New Member Application Form. The form is available at the club website www.gmsc.org. A copy also appears elsewhere in the *Mainsheet*.

ALL CHANGES MUST BE RECEIVED NO LATER THAN

DECEMBER 5, 2008

TO BE INCLUDED IN THE NEW ROSTER.

DIRECT DEPOSIT REQUIRED FOR ALL DUES PAYMENT

Jack Myers - Treasurer

Effective January 1, 2009, **ALL** GMSC members will be required to pay their dues via monthly bank draft. New members have been required to pay by Automatic Bank Draft since the beginning of this year. This change now extends to ALL members.

For those members who currently do not take advantage of the Automatic Bank Draft, please complete the attached Automatic Bank Draft Form. Return it along with a “voided check” to the Club.

No further billing will be done.

Currently over 70% of our members use this convenient method to pay their Club dues. However, most of your Treasurer's work is devoted to handling the 30% who are not on Automatic Bank Draft.

- Use of the Automatic Bank Draft saves the Club from extensive billing preparation and follow-up time as well as postage expense.
- More important, it allows you to budget your payment monthly rather than having to make a lump sum payment. It also saves you time and postage.

Monthly bank drafts are done on the 15th day or next business day of each month. Those members who currently use the Automatic Bank Draft method but have a semi-annual or annual deduction will have the amount deducted monthly beginning with their next dues payment date.

GMSC uses the SAFE, SECURE Automatic Draft Program provided by Bank of the Ozarks. Passwords are changed quarterly. Dues drafted from your account are deposited directly into the Club's account at the Bank of the Ozarks. Other than the Treasurer, no other Club member has access to this system. The Club maintains theft and fidelity insurance.

Currently several members have arranged for their Bank to send their monthly dues automatically each month. These arrangements will continue to be honored.

You will need to promptly notify the Club if you close or change your account. You will also be responsible for any expenses the Club incurs for any checks not honored by your Bank.



NEW GMSC MEMBER APPLICATION FORM

We have a new Member Application - this form is available at the club website www.gmsc.org. It combines the previously separate Associate and Regular Application Forms into one. It also makes provision to change from Associate to Regular status. It incorporates:

- the provision for ALL dues payment to be made by monthly Automatic Bank Draft,
- the member is responsible for any check charges,
- provides notice that keelboat slip ownership changes require Board Approval, and
- retains the gathering of personal data needed to get a new member involved in Club activities.

In lieu of completing the Automatic Bank Draft Form, complete the New Application Form and attach a "Voided Check." This will get you on the Bank Draft program and update your personal information for the revised GMSC Member Directory update.

Grande Maumelle Sailing Club
P.O. Box 55237
Little Rock, AR 72215

AUTOMATIC BANK DRAFT REQUEST FORM

Please draft on or about the 15th day of each month, from the following checking account for my Monthly Dues and any extra items billed to me such as Dock Repairs, Social Events and any other Club expenses for which I am personally responsible for. I understand my Draft will continue in effect until cancelled in writing by me. I agree to promptly notify the Club in writing if I (We) close this account. I also agree to reimburse the Club for any expenses the Club incurs for any checks not honored by my Bank.

My Bank: _____

Bank Transit Number: _____
(Number in lower left hand corner of check)

Account Number: _____

Type of Account: _____
(Must be a Checking Account)

Name(s) on Bank Account:

Print Name Signature

1. Member Name: _____

2. Joint Name, if any: _____

Note: If Joint Account, both names and signatures are required.

Date Signed: _____ / _____ / _____
 Month Day Year

**ATTACH A "VOIDED" COPY OF YOUR CHECK
AND RETURN TO THE ADDRESS LISTED ABOVE**

THE GENIE IN THE CIGAR BOX Kiko Villalon ~ Pine Island, Florida

Back in Havana in 1945 we were about to finish the construction of our new sailboat, *ALFIN*. An old seaman by the name of Cucho had found our first boat, the *Black Eagle*, for us a couple of years before, and let us moor her at his dock, where he watched out for her. He had become a good friend of our family. One Sunday afternoon, while I (age 14) was visiting Cucho's home, he told me this story about his own youth and his father.

"My father was, as I am, a commercial fisherman. He fished on a sailboat with a small auxiliary engine, the type of boat they call a *goleta*. We were living in Regla, a town directly across the entrance channel of the port of Havana. Our family lived in a small house not far up the hill from the port, from which you could see many landmarks: the National Observatory; La Cabaña, the Spanish fort defending the east side of the harbor's entrance; and next to it, the Morro Castle, which was right at the entrance to the harbor."

Cucho grew up helping his father in his spare time. When the old man decided to give up the hard life of fishing and retire to a home he owned inland, Cucho left school at the age of 17 to captain his father's 45-ft goleta. His family, which included several brothers and sisters, depended on the income from his fishing. Six months into this operation, Cucho's father came to see the family on one of his periodic but not-too-frequent visits. Sitting with Cucho on the porch that evening, he asked his boy about the fishing business and the Goleta.

"It's not going well, Father. I just don't seem to be able to keep up with things breaking. I'm always having problems with maintenance, and I'm about to give up and sell the boat." Cucho clearly remembered that his father jumped up, put his hands on his head, and said to him, "Ay, Cuchito, I am so sorry that I completely forgot to give you my genie."

"A genie? Father, I'm serious. The boat seems to break down on every trip. That prevents me from fishing, and you want me to get a genie?" His dad went to a closet in the back of the house and brought Cucho a small cigar box closed up tight, with paper and fibers from a tow-sack glued over it to keep it shut.

"Son," he said, "inside this box there is a genie--a maintenance genie. My father had him for years, and now you will inherit him from me. Never--remember never, ever--open the box and allow the genie to fly off. Keep him aboard the boat, and just get in the habit of moving him every Sunday. Take the box from where you had it last week, and put it somewhere else on the boat, as far from the previous place as possible. You should know that the genie is a solitary fellow and favors places in the boat that a person can hardly get to. You know: those really out-of-the-way places in the bilge and in the forepeak and under the engine. Promise me that you'll do this every week, and I can assure you that the genie will take care of the maintenance problems."

Six months later, on his father's next visit, Cucho could not wait to talk to him about the fishing, the goleta, and the genie. "Father," said Cucho, "that genie is fantastic! The boat has had absolutely no problems since you gave him to me. Just last Sunday, while I was moving his box, I discovered a sea-cock that was about to fail and could have sunk the goleta. I'm now moving him twice a week, and you won't believe the things I'm finding that need repairing. I wouldn't trade him for a million pesos!"

EL FIN (The End)

[*Editor's Note:* Augusto "Kiko" Villalon, fourth GMSC Commodore (1969), was profiled in the February *Mainsheet*. He sent me an email in September after reading the Epic Summer Edition: "Blaine, greetings, got your epic number and enjoyed it much. Looks like life-at-the-club goes fine. Enjoyed the picture of the Pavilion, the first building we did there. Helped Hal with it and enjoyed many a Sunday picnic with the kids. Visited with Big Tom in Houston while there for an investigation I am conducting that may be of interest to some club members when I finish it. It concerns the swamping of the *Cynthia Woods* when she lost her keel the first day of the Regata de Amigos (Galveston to Veracruz MX). Big Tom is doing fine and is the "King-Pin" of the Lakewood Yacht Club where everyone absolutely loves him. I heard today about his "fairing" out on damages from Hurricane Ike. I am attaching a short story I wrote to my children, my series "*Cartas de Papi*" (Letters from Dad) instead of attempting a full-blown book. It has to do with maintenance of a cruising sailboat; hope you like it. Best regards, Kiko" SailAlfin@aol.com

How I Got to the Thistle Women's National Championship - 2 August 2008 - Pensacola Yacht Club

Nicole Claas

When I started racing sailboats I was 8, tagging along with my dad, Jon Claas, and Max Mehlburger on *Pizzazz*, a Soveral 26. I'd sailed a Sunfish but wasn't very interested in playing alone. My first big regatta was on a Hobie 16 crewing with Werner Schwarz. We won the 1983 Arkansas State Hobie Championship. I was 13 and hooked. After Jeff Lee moved aside to skipper his own boat, I crewed regularly for David Nigus on his Hobie 16. We had a blast racing local and regional regattas. As a teenager, my dad encouraged me to skipper a 16 and we sailed together a while but I didn't feel experienced enough. I felt confident in helming but racing was intimidating for many years. So, I found my place as a crew on Hobies and on my dad's and Max's many J/24s, all the while observing and learning from the experts. I'm still not sure how Drew Daugherty talked me into crewing for him, but obviously I'm glad he did because winning the Y-Flyer National Championship twice has been the apex of my sailing career.

A few years ago Drew asked me to skipper his boat while he was out of town, and I asked Mary Michaels to crew. We went out in 18-20 mph winds and won 3 of 4 races. It inspired me to get back on the stick. Drew found another victim the next year, and my father agreed to help me try to rebuild the Thistle fleet. He went to work resurrecting boats from the graveyard, the first Jo Renshaw's 3182 *Ghost*. It's now mine and I've been steering her the last couple of years. So far, I've turned over once going upwind and once downwind. Dad and I raced in Tulsa and have had Thistlers from Tulsa and Memphis race in a few of our regattas. For the 2008 Nationals in Pensacola I set out to skipper in the Women's regatta. Nicole Finefrock is the daughter of Jack Finefrock who's raced Thistlers since 1967. She helped put together a crew for me; two great women, Camden Russell and Diana Hull. At the last minute, we were able to borrow Steve Spackey's 3871 *B Flat* (he's a musician; I got a kick out of the double entendre). We introduced ourselves through emails and met Saturday morning of the regatta. We discussed sailing styles, communication, strengths and weaknesses, and practiced on the way to the race course. What a thrill to meet as strangers and immediately share the familiarity of racing sailboats. The sea breeze began filling in from the southeast, the course was set (WLW, finish downwind), the U.S. Sailing judges were watching, and the warning signal sounded. There were four boats racing. We got a decent start on starboard but felt low so we tacked over and sailed to the right side of the course. Knowing but forgetting the tide was going out, we tacked late and overstood the mark a bit. We were behind Nicole Finefrock and Eileen Fahrmeier by several boat lengths at the windward mark. We caught Fahrmeier before the finish but Finefrock got the bullet.

I was more aggressive at the start of the second race and got beneath Finefrock near the committee boat. I meant to luff her up but did not mean to drop the tiller and kiss her leeward rail! Round and round we went, doing our 720 immediately. From the looks on their faces, it appeared Camden and Diana were dizzy from spinning around so quickly! We set off on starboard and the others had gone right. We weren't going to catch up following them, so we gambled and went left. It paid off. We'd made up a lot of ground when we got to the windward mark but were still behind Finefrock. Downwind we took a hotter angle and gained some on her. The last upwind leg, we went left again, she didn't cover us, and when we neared the windward mark, were about tied. We took her transom on port and the next time we met, we were on starboard and she had to take our transom. We held her off downwind for the first place finish. Yes, it was sweet starting the race with a 720 and ending it with a bullet. The third and last race, Finefrock got a great start and loose-covered us tack for tack, gybe for gybe. She sailed smart and did what she had to do to win; she stayed in front of us by herding us, not hurting us. We finished second overall, had a great time, and were very pleased to have put pressure on Nicole Finefrock. Nicole and her brother grew up sailing. She went on to crew with her brother, Kyle in the regular Nationals while her father skippered his boat. They scored 9th and 10th overall in the Championship Fleet (Greg Fisher won, Mike Ingham got second).

Skippering will definitely be a part of my sailing life for years to come. I strongly feel my ability to get around the course today is a result of watching and learning, mostly from my dad, Max, and Drew. That day Mary and I raced the Y in all that wind was one of the most rewarding days of sailing I've had. To think about helming in that much wind and conjuring up the needed boat-handling skills to win still makes my adrenaline rush. I would like to thank my dad for not only getting me into sailing but also keeping me in it, putting sweat equity into my boat, crewing for me, and having the patience to let me learn from my mistakes. Thanks, Dad. You're the best.



Starting At the Pin

Racing news, tips, and scuttlebut

The View from the Committee Boat

Race day dawned cool and bright on Sunday, Sept. 28, a beautiful day at Lake Maumelle. The Flying Scots mustered 5 in their fleet, as did the Y-Flyers plus 2 Lasers and 3 Thistles. The Race Committee postponed from the 1:00 harbor gun while the wind filled in. When it did, it was from the west at 3-4, not 5-6 mph N/NE as the weather service predicted. Wind arrived and seemed like staying, the course was set, the postpone flag came down, the "L" went up, and the first race started 30 minutes later. The postponement seemed to have affected the "dilly-dally button" on boats belonging to class champs C.Parins and J.Bryant, for they were both late to the starting line (*there may have been technical issues involved; if so, I apologize for the good-natured chafing to follow!*). The Bryant boat – eager to join its competitors - was paddling on the way to the within the start sequence, so had a DSQ for Race 1; Mr. Parins' boat crossed the starting line several seconds late to make the 4-minute allowance, and got a DNS. Both skippers were advised from *Spirit* and good-naturedly opted to race "for the heck of it". Winds were light so the R.C. shortened course and everyone finished in under 30 minutes. Guy Hemmer took a satisfying 1st in that race for the Scots fleet and was hailed from the R.C. boat with a hearty "hip-hip-hooray!".

Another course-shortening for Race Two, although the winds had freshened a bit, making it essentially a one-tack beat and a one-reach run. But widespread confusion seemed to reign in some boats as a number of racers disregarded the shorten-course horns and flag display, and started to round the mark again at the finishing end. Hearing horns for racers who had

figured things out got their attention, for the most part, and many rapid about-face tacks were seen. The Thistle Fleet opted to withdraw from the field of combat after Race 2, and one of the Scots had to leave, but the remaining valiant Scots, Y's and Lasers battled on.

Race 3 was the best of the day, the wind taking a hard shift (going from a 265 compass reading to 340) so the R.C. reset the course. The racers took full advantage of the lovely new wind and, with no shorten-course needed this time, got in the full two turns around the course, colourful spinnakers flying and shining in the late-afternoon sun. It being near 5:00 p.m. by the time the last boat finished, we called it a day. We wish you'd all been there. If I got any details, terms or facts wrong in my recitation of the day's races, please forgive me and FEEL FREE TO LET ME KNOW (like you'd hesitate anyway...). ☺

Thanks to David Sample, R.C. chair, for his hard work and a fair and fine set of courses; to the *Spirit* crew of Dave Greenwood and Carole Burgett, and temporary captain Chuck Blair (who gave up on Hobie racing as no one else in his fleet bothered to show up), and our on-the-marks chase boat crews of Richard Cook, Joe Smith and Andy whose-last-name-escapes-me (sorry, Andy!), but who was remarkably helpful all day long. Robert Halstead gave up his crew-spot to John's sweet wife, Kelly (John said she's a lot prettier than Robert) so did not get to sail, but he was a great help earlier in the day blowing up marks and getting things ready. Tiny Swan accompanied Richard and Andy on the chase boat, and was a bright spot in the day for all of us. See you on the Lake very soon!!!

madelyn

GMSC Anecdotes from History – October 2008



5, 10, 15, 20, 25, 30, 35
YEARS AGO



By Dr. Fred Kittler

5 Years Ago ~ The tire breakwater was drifting about, not really anchored. A call for workers echoed down the beach. Bob & Kim Edmonds won the Hobie 16 Oklahoma Championship. **8** The Annual meeting was set for November 5th but the agenda called for a vote for an earlier date. New officers nominated: Linda Moore, Merle Paule, Mark Barton & Jerry Carter. Classes to recruit keelboat crew members were scheduled. **8** Interest in a Sea Scout troop continued to run high. Carl Garner put the Keelboat Race season together with a Fall and Spring Regatta. Bill Brierley and Dan Donahue were neck and neck in the Flying Scot series.

10 Years Ago ~ The Champion of Champions Regatta was planned for mid-October with special guest racer Dave Dellenbaugh. Don Wright arranged for 10 local Flying Scots and 10 from out of town to accommodate the various national champions. Trish Brierley coordinated housing for 48 sailors, five judges, two US Sailing officials, and the Flying Scot franchise constructor. On September 26th and the first two Saturdays of October, the club planned work projects to get the T-docks, slips and clubhouse back in working order after a strong northwesterly wind caused damage to both breakwater and slips. **8** Eight GMSC members sailed the GYA Lipton Cup in New Orleans. The best finish was a 9th - Don Wright skippering & Jon Claas crew. Other participants: Barry Hurlburt, Trish & Bill Brierley, Dan Donahue, Phyllis Haynes & John Bryant. **8** 24 boats sailed the GMSC Labor Day Regatta, with 2 cookouts. The Scot Fleet saw Craig Parins 1st, Patrick Hollingsworth 2nd, & Carolyn Dodd 3rd. John Anderson led the Hobie 16 fleet with Bobby Edmonds 2nd, Lee Jackson 3rd. Drew Daugherty won in Y-Flyers with Randy Oates 2nd, Mark Barton 3rd; 1st in Thistles was Phast Phred & Bill Owen 2nd. Mark grilled burgers and chicken both evenings, regaling us with Czech operas and Serbian love songs.

15 Years Ago ~ The Commodore and two other brave skippers took Flying Scots to the Carlisle Sailing Ass'n in Illinois; Bubba & Mac McDonnell took a Thistle. In Y's Drew Daugherty & Jeff Rodgers were 1st & 3rd. Chip Hageraupt & Chris Durney sailed a Hobie 16. John Lane, back home, commented he was doing something about the weather as opposed to Twain's comment that everybody talks about it, but never seemed to have a remedy. John's was to stay in the air conditioning rather than go with 'mad dogs and Englishmen in the noonday sun', as centerboard sailors were doing. **8** Chet Hight led a very small team to the Lipton Cup in New Orleans. Drew Daugherty skippered the first race but they were a bit light for the wind. Chet skippered the second race, Davy Jones the third, and Jeff Rodgers the fourth race. **8** Back home, Joe Semberski won the Y-Flyer Labor Day with Ed Grubbs 2nd, Mark Barton in 3rd. Ben and Sherry Jo Guise tied 4th with John and Kelley Easby-Smith. **8** In Carlisle the major excitement was a bedside lamp catching fire in Mulhollan's suite at the Heidi-Ho, where the bed linens were so thin one could read the newspaper through them. Saturday night was Kamikaze Hour, best described as two ounces of white lightning served in what looked like urine sample cups.

20 Years Ago ~ Commodore Paul Moore was concerned his faithful crew, "Slow Joe" Whitesell, was about to jump ship and start racing his own Kittiwake. Hal & Bettye Jane Daugherty were moving back to Little Rock and the GMSC, the only difficulty being introduced as new members and the parents of both Drew and Dan. **8** "Dr. Dirt" Ed Grubbs was scrambling to get the parking lot repaired before winter. Doug Buffalo oversaw Sunfish dock repairs, and David Nigus completed a shed for storing boats and things. On September 11th, everyone was blown off the lake including Bud Thurman, whose spinnaker exploded. Carl had a broken mast spreader on his Thistle, and Phast Phred and co-owner, Marty Fiser broke their mast just to show they were macho. **8** Annual Meeting agenda included the Commodore wearing a tuxedo with tails and doing a dance routine to "I Got Rhythm". Joe Whitesell refreshed everyone's memory about Roberts Rules of Order. Lawyer Greg Hopkins promised not to use the terms *res judicata* or *ipse loquitur* even once. **8** Max Mehlburger queried how many bells were rung at the end of the first "Dog Watch". Since the day is divided into six

watches of four hours each, and a bell is rung every half hour, one bell marks the end of the first half hour, and eight bells is the end of the watch. It keeps the same people from being on the same watch every day. The watch between 1600 and 2000 is divided into two watches known as the first and last Dog Watch. Four bells struck at 1800 hours marks the end of the first Dog Watch, and then the shift changes. Eight bells instead of four are struck at 2000 hours to mark the end of the last Dog Watch. Anyone who understands that is supposed to contact the Commodore.

25 Years Ago ~ The report from the Thistle Nationals at Flathead Lake in Somers, Montana was that 89 boats competed mostly in heavy, gear-busting wind. Greg Fisher won and our own Robbie Thomas placed well in the Championship division. **8** In Little Rock, 9 Lasers competed in the Labor Day Regatta, Debbie Strobel celebrated her anniversary, coming in 1st in Flying Scots with light rain and light air on Saturday, and a blowdown on Sunday. Several Scots capsized and the green boat turned turtle. **8** The keelboat fleet divided into PHRF long and short course fleets, moving away from MORC racing. Noel Kelley won the Arkansas Hobie 16 State Championship. Several other sailors participated in the fun and capsizes. Dean Brotherton led the Thistle fleet, and Max & Chet came out of retirement to win some Thistle races in August and September. **8** New Thistle sailors Phast Phred and P. Martin Fiser were first on Sept. 4 with Ed Nelson ably flying the spinnaker, but this was Ed and Alice's final race before their move to St. Louis. In the Flying Junior Fleet Burt Mann managed to pitchpole his boat. When last seen, Burt was standing on the transom, which at that time was six feet in the air, and made a swan dive into the mud of the harbor. Second Place in Flying Juniors was "Mean Jeanine" DeLille. She retired as Fleet Captain upon moving to Bellingham, Washington.

30 Years Ago ~ Sam & Helen Caruthers were welcomed into the club with a Gulf Coast 23. Laura & Steve Hutchins joined with a Flying Dutchman. Labor Day Regatta winners were Joe & Peter Whitesell in Y's, Phast Phred & Karen in FJ, and Jeff Rodgers in a Sunfish. Doug Halbert & Jim Pataky tied in the Flying Dutchman competition but settled it with a coin toss. Chet & Ann Hight with crew Linda Mehlburger won the Thistle races. **8** The first Championship Sail-Off was in the planning stage, the winner of each fleet to bring his or her own boat and crew to compete in a round-robin. In honor of the first windy Sunday, September 17th, Art Murphy let his mast fall down. Hal Daugherty got a bad start, fell in the bottom of the boat and broke his water bottle, did one or two 720's, had a collision with Dudley and still won the race. **8** Drew Daugherty was crewing with Dave Mednik at Lake Carlisle, IL in the *Whale of a Sail*, coming in 1st in a fleet of 30.

35 Years Ago ~ FJ news reporter Cathy Kittler commented on the large number of Flying Juniors on the start line (15 on average). Several misadventures occurred in the Fall Series: Editor Don Renshaw snagged the anchor line of a mark with his Centerboard. Mark Richards and crew Keith Ebbing were sidelined with some virus or another. Burt Mann led all the Thistles the wrong way around the turning mark to a DSQ. John Lane & Lady Lou jumped into serious contention for the Capsize Trophy. Jane Daugherty & Tracy Hight are a whiz at putting their spinnaker up, but sometimes it won't come down. **8** The fantastic 1st place by Editor Don in the Budweiser Cup was overshadowed slightly by Ed McMahon sending his regrets (he had to attend the Annual Pogo Stick Jumping Contest at Great Gorge). Phast Phred had to extricate his FJ from under the T-dock, but managed a 2nd place. Randy Oates sailed backwards a while and finished a close 3rd. Steve Koehler, of course, was the fastest beer drinker of them all, and left the dock on a screaming jibe, rounded the mark, and capsized. **8** A fabulous 40's party was planned with zoot suits, ballerina skirts, bobby socks, and saddle oxfords the order of the day. Big Band music of Glenn Miller, Tommy Dorsey, and Benny Goodman was played. **8** The FJ fleet had an endurance contest of Frisbee throwing and hog calling for the USC-Arkansas football game. Then the Koehlers skippered and Randy Oates navigated the houseboat, *Razorbacker*, upstream to the tune of "Red Right Returning". Burt directed all to the "Miracle Mile" between Bigelow and Toad Suck, where the casinos stay open all night. Steve Koehler carried the anchor 50 to 100 yards inland over two hills, and Russell Cody then showed all a few diving Frisbee catches. The football game ended, so we hear, in pea soup fog on the river.

And that's how it was ~ 5, 10, 15, 20, 25, 30 & 35 years ago this month.

EMSC Flying Scot Fleet 133 Overall Race Scores

Skipper	Sail Num	Place	Race # Series																									Total	Throw Outs	Net Score	Race Avg	
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25					
Bratton	1388	6	5	3	5	3	4	4	3	4	5	5	3	6	5	9	9	9	8	8	8	8	8	8	7	8	7	152	51	101	4.24	
Bryant	494	5	10	9	9	8	8	8	8	8	8	8	8	9	9	3	2	3	2	1	1	2	2	2	5**	2	2	137	54	83	2.00	
George	3654	2	4	5	2	2	2	2	2	4	3	2	4	1	2	6	2	4	2	4	5	5	5	4	3	3	3	85	32	53	3.30	
Reeve/Club	274	4	1	9	9	8	8	8	6	2	2	1	2	8	9	9	9	9	9	3	3	4	3	3	3	2	4	7	133	54	79	2.54
Hemmer	3017	3	6	4	3	4	3	3	5	5	3	1	4	5	4	5	5	4	5	5	3	4	4	5	1	5	4	100	31	69	4.00	
Hollingsworth	2281	9	3	2	4	8	8	8	8	8	8	8	8	8	9	9	9	9	9	8	8	8	8	8	7	8	7	188	53	135	3.00	
Marone	3166	7	7	6	6	5	5	6	8	8	4	3	2	3	2	4	6	6	8	8	8	8	8	8	7	8	7	151	48	103	4.54	
Mulhollan	4016	10	10	9	9	8	8	8	8	8	8	8	8	9	9	9	9	9	9	8	8	8	8	8	7	8	7	207	55	152	N/A	
Parins	4266	1	2	1	1	1	1	1	1	1	1	1	8	8	1	1	1	1	1	1	2	2	1	1	1	7	1	1	55	35	20	1.15
Paule/Kelly	2515	8	10	9	9	8	8	8	8	8	8	8	8	8	4	3	6	3	5	8	8	8	8	8	7	8	7	183	52	131	4.20	
Number of Race Starters			7	6	6	5	5	5	5	5	5	5	5	5	6	6	6	6	6	5	5	5	5	5	4	5	4					
Did Not Finish (DNF) Score Value			8	7	7	6	6	6	6	6	6	6	6	7	7	7	7	7	7	6	6	6	6	6	5	6	5					
Disqualified (DSQ, DQN) Score Val			8*	7*	7*	6*	6*	6*	6*	6*	6*	6*	6*	7*	7*	7*	7*	7*	6*	6*	6*	6*	6*	6*	5*	6*	5*					
DNS Score Value			10	9	9	8	8	8	8	8	8	8	8	8	9	9	9	9	9	8	8	8	8	8	7	8	7					

Results as of: Sep 28, 2008

NOTE: DNF, DSQ = Starters plus 1 DSQ - ** = No Throw-out

DNS = Starters + 3

5 boats competed on September 28th. A postponement delayed racing until about 2:00. Craig Parins and John Bryant did not get to the starting line before the start of the first race. (Oh ye of little faith in the weather forecast!)

In the second series, Craig Parins is 8 points ahead of John Bryant. Mark George is tenuously in third, 2 point ahead of Gordon Reeve and 5 points ahead of Guy Hemmer. While it appears the # 1 and #2 spots are locked up, third place is still up for grabs.

In the overall standings, Craig Parins has a tight lock on first place. Mark George looks like a shoo-in for second overall. Guy Hemmer remains in 3rd at the moment. With 2 more race days and 1 more throwout, both John Bryant and Gordon Reeve are still in contention for third. Stay tuned as the action continues!



Photos by Richard Cook





GMSC Flying Scot Fleet 133 2008 Race Score Summary

Skipper	Sail Num	Series 1 Standings					Series 2 Standings					Overall Standings				
		Place	Total	Throw Outs	Net Score	Race Avg	Place	Total	Throw Outs	Net Score	Race Avg	Place	Total	Throw Outs	Net Score	Race Avg
Bratton	1388	4	55	16	39	4.24	8	97	27	70	N/A	6	152	51	101	4.24
Bryant	494	9	110	28	82	N/A	2	25	8	17	2	5	137	54	83	2.00
George	3654	2	39	15	24	3	3	46	16	30	3.64	2	85	32	53	3.30
Reeve/Club	274	6	74	27	47	1.6	4	59	27	32	3.13	4	133	54	79	2.54
Hemmer	3017	3	50	16	34	3.85	5	50	15	35	4.17	3	100	31	69	4.00
Hollingsworth	2281	7	91	26	65	3	8	97	27	70	N/A	9	188	53	135	3.00
Marone	3166	5	65	23	42	4.3	7	86	24	62	5.34	7	151	48	103	4.54
Mulhollan	4016	9	110	28	82	N/A	8	97	27	70	N/A	10	207	55	152	N/A
Parins	4266	1	35	24	11	1.1	1	20	11	9	1.19	1	55	35	20	1.15
Paule/Kelly	2515	8	99	28	71	3.5	6	84	24	60	4.67	8	183	52	131	4.20

Throw-outs to date: 3

Throw-outs to date: 3

Throw-outs to date: 6

Results of all races scored through: **Sep 28, 2008**

1 throw-out for every 4 races held.

DSQ = Number of starters + 1

DNF = Number of starters + 1

DNS = Number of starters + 3



WARM WORDS FROM OLD AND NEW FRIENDS

You've read the email and charming story by our former Commodore, Kiko Villalon, who now resides in Florida in between his world travels and sailing-accident consulting jobs. Here's an email from our friend Juanita Mikell – who helped out for several seasons on the Committee Boat, and who sailed with a number of you during keelboat and centerboard seasons. You may recall she's now assigned to Elmendorf Air Force Base in Alaska. Juanita emailed me recently with an update of her Air Force postings and travels:

“i am currently in Korea helping with a nursing shortage. I return to Alaska at the end of the month. I miss you too and sailing also. I really miss sailing. I joined a sailing club in Seward but they only sail in the summer due to the winters being really bad. I'll send you pictures of Korea when I get back. Not sure if I will make the fall ball this year. i have a trip planned to Australia in November - - if i don't get leave approved for that, I will try to get leave so I can come down for the Fall Ball. Tell everyone hello and I miss them.”

Juanita Mikell

Juanita, we miss you, too!! Hey, everybody - I am sure she'd love to hear from her old friends at GMSC: juanita.mikell@ELMENDORF.af.mil

And, finally, many of us were delighted to meet a new friend from Canada over the weekend that encompassed our Labor Day <Centerboard> Regatta (August 30-31). Dr. Sam Barnhard (friend of former Club member Dr. Winston Shorey), brought his friend Rene Graf to visit the Club on Sunday, hoping he might get to ride on one of the sailboats that day. Due to regatta conditions, small boats and light winds, Mr. Graf settled for accompanying us on-board *Spirit*, and David, Dave, Carole, Merle and I passed a very enjoyable afternoon exchanging stories of family, travels, racing and the sailing life. Rene, Dr. Barnhard and his wife Celia, and Rene's wife Merle joined us for dinner afterward at the clubhouse (those lovely chicken leftovers!). All of us who came in contact with Rene were charmed by him. A little background in case you didn't hear the full story: Rene was born in Switzerland and now lives on Vancouver Island, British Columbia, Canada. He and his wife, Merle, sail *Yodel*, a lovely cruiser, and are members of a yacht club in their area. Rene has emailed us several times since his visit, is sending a CD of photos he took that day (which I will be glad to post) and I feel sure he would not mind my sharing with you an excerpt from his email (if you'd like to correspond with him, write in care of: yodel@telus.net):

“I now have returned from our trip through the southern United States of America and I reflect on my visit to your very pleasant spot - the “GRANDE MAUMELLE SAILING CLUB” on the weekend of Aug 31st 2008. ... All of you displayed the most generous courtesy on an interpersonal level. A fine group of people you are. ... I have photos from the memorable time I spent on the race comity boat. Such I plan to copy to a CD and mail to you for your perusal to distribute to whom ever you choose to copy. ... Further, I informed our Commodore Tom Gavaghan of my intention to propose Sistership for our two organisations. The Maple Bay Yacht Club (<http://www.mbyc.bc.ca/>) is furthering friendship all over the world with groups alike and we would be happy to include yours. For this purpose, I will arrange to have sent an official letter (and attach our MBYC Burgee) directly to your Commodore Sherri-Jo McLemore, proposing the foregoing. ... Again, Madelyn, I appreciate your kind conduct and thank you for your efforts as well as including us to dinner in the evening.”

Best regards, **Rene Graf**