



February 2011

The Mainsheet

Grande Maumelle Sailing Club



Richard E. Cook

COMING UP

- February 6th - Keelboat Race: Second Series Begins
(likely to be cancelled) - 12:30 hours
- February 7th - Board Meeting - 1800 hours
- February 20th - Keelboat Race *(likely to be cancelled)*
- 12:30 hours
- March 6th - Keelboat Race *(likely to be cancelled)*
- 12:30 hours
- March 7th - Board Meeting - 18:00

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G M S C

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“SUMMON THE RAIN” SAIL AND SOUP SUPPER

BY SHERRI JO McLEMORE

Our Summon the Rain party was a great success! I'm not sure if we actually did anything to raise the level of the lake, but I'm certain we raised our spirits! The day started with a few brave souls willing to take their keel boats out of the slip and navigate the low water. Four boats went out for a “fun” race taking along any crew members that wanted to join. After the race, everyone convened at the club house for the first (annual?) GMSC Soup-Off!

A number of notable GMSC chefs contributed a pot of their favorite soup for all to try. We had eleven pots of hot, steamy goodness coupled with a mountain of home-made corn muffins and crusty French bread on the side. The crowd got to sample as many soups as they wanted and we had some pretty full bellies by time all was said and done. All of the chefs that brought a pot of soup got to be the judges for the competition and they each got to cast two votes for the winner. It was a close race but Ben Guise came out on top with his cream of mushroom soup. Yumo! I guess it's only fitting that he won since the whole cook-off was his idea anyway. Runners up included Brenda Mullholan for her cream of chicken and broccoli soup and Joe Smith with his spicy chili. Man! We have some great cooks at GMSC!



In addition to tasting all the fabulous soup, I needed to ask everyone to do their part to summon the rain for our dwindling lake. Before the party, I had searched the internet for various rain rituals that we could try. I found a lot of interesting ideas out there. The first ritual I found was the old Indian rain dance. But I didn't know any Indians and I didn't think I could convince everyone to go out on the deck and dance. I kept searching.

Next, I learned about a ritual where a priest performs a marriage ceremony for two frogs. Somehow this is supposed to bring good luck. I didn't think I could find

two frogs this time of year and it seemed like something they should do over at Toad Suck. Not Lake Maumelle. I kept looking.

Another prevalent tradition involves having all the women of a tribe or village plow the fields.... NAKED! But, it was a little cold for that kind of tom foolery – plus we don't have any fields at GMSC that need plowing so I nixed that idea. I wonder who from our “tribe” would have volunteered???

Finally I learned about the idea of a bottle tree. For thousands of years, superstition has held that bottles can trap bad spirits at night, which are then destroyed in the next day's sunlight. I realized that we probably had some mischievous spirits hanging around the club that were blocking the rain from reaching our lake! And I knew exactly how to get some bottles for a bottle tree. What goes together better than sailors and beer? So everyone graciously did their part to empty some bottles and hang them on the tree. I'm not exactly sure how well it worked... but we did have few sprinkles later that evening. I don't know - maybe we didn't hang enough bottles on our tree. Any volunteers out there willing to help empty more bottles??

Our thanks go out to all the top chefs that brought soup: Ben Guise, Drew Daugherty, Leland Sykes, Randy Bass, Joe Smith, Stacey Dochoda, Vai George, Brenda Mulhollan, Linda Moore, Madelyn Davis, Chris Michaels and Kathy Blair. Stay tuned to the next edition of Mainsheet where we hope to publish some of the chef's secret recipes!

I definitely think we should make it an annual event! What do you say folks????

COMMODORE'S CORNER

NICOLE CLAAS MOORE

What a pleasure it was to be back on the water sailing during our Fun Race on Sunday, January 16th. The temperature was 39 degrees and the wind was blowing from the east at about 5-7 mph with a few heel-inducing puffs. Five boats participated; Chuck Blair and crew on the Hestir 30, Mark Barton and crew on his S2 7.9, Jeff Olm and crew on his newfound yellow Ericson 29, Joe Hilliard and crew on his grey Beneteau, and Drew Daugherty, Blake Byrd, and me on the J/24. Bruce McMath was kind enough to come out and set up a long distance race course. He came up with something unique and different, designing a stick-shift-type course that started at neutral, went upwind to third gear, back downwind to neutral, reaching over to the left, downwind to second gear, back upwind to neutral, reaching back over to the right, upwind to third gear, and finishing downwind at neutral again. All along, he kept us in the deeper parts of the lake, although, Chuck did manage to dredge up a new log at third gear towards the dam. We covered quite a bit of what's left of the lake. Personally, I was glad the last leg was downwind and hence, warmer. It was just the right combination of weather and time on the water to make it a perfect day to head up to the clubhouse to sit next to the fire and enjoy some hot soup.

Ben and Sherri Jo did a wonderful job putting together a Rain Dance Soup-Off. Kudos to them for creatively incorporating rain gear, such as the upside-down umbrella bread basket and the rubber boots flower vases. They were successful at eliciting a lot of entries from some really good cooks. We didn't just have a lot of soup, we had a lot of great soup. Some of the soups I thought were extraordinary were Randy Bass' Shrimp Bisque, Linda Moore's Tortilla Soup with Avocado Salsa, Brenda Mulhollan's Chicken and Broccoli Soup, and Chris Michaels' Gumbo. I think Ben cheated by adding sherry to his Creamy Mushroom soup. There were many soups in very large containers and at the end of the evening, almost none was left. I know there were some full bellies driving home! We had a great turn-out with 50-60 people showing up and it was fantastic to see everyone again. I'm hoping we get some of those recipes shared so we can publish them in a future edition of The Mainsheet.

Noted participants in the day's activities were Chuck Blair and David Sample who are both on the mend (and on the same boat!). Fortunately, Chuck's treatments are not so debilitating they keep him away from sailing. David was even steering the boat the few times I got close enough to see. I don't know which one is in the most trouble with his doctor! We have another member who is going to be under the weather for a little while, Jim Marone. We hope all our ailing members are put back together and feeling good very soon.

We are still very behind on rainfall. While we wait for the lake to fill back up, slip owners, please continue to check on your slips regularly. Everyone needs to be very careful traversing the docks and slips that have been shifting and contorting with the dramatic change in water level. If you need help holding your slip together, please contact John Bryant, our Docks and Slips Chair. For those of you with keelboats that are still floating, if you can get your boat out of your slip, most of you should be able to get your boats out to enjoy sailing. If you are in the section of slips in the southern cove, there is an old pond spillway that is marked with poles you will need to honor when going in and out of the cove. There is about a 15-20' opening that was at least 6' deep on Sunday. Sail in between the poles! Also, you might want to look at an aerial satellite photo of Lake Maumelle, such as the one on Google maps that appears to have been taken fairly recently – perhaps during one of our last centerboard races. The lake appears to be low but not as low as it is currently. Regardless, it is a useful tool to see some of the low water areas you will want to avoid if you go out sailing, such as the southern shore of Big Island, around Jim's Island, and the north shore across from Jim's Island. Our waters are still navigable; just use caution and common sense.

As it looks right now, we will likely have to continue canceling keelboat racing. If we are unable to resume series racing, I will be a proponent of having another fun race because FUN it was! Congratulations to Drew for throwing together a good crew and winning the race.

CAT TRACKS

By Jeff Olm



The Hobie fleet held its first fleet meeting of the year January 15th at the home of Mary and Jeff Olm. We had a terrific turnout with over 16 members and guests. Present were John and Erin Anderson, James Lovings, Werner and Wanda Schwartz, David, Joann and Jonathan Nigus, Mike Armstrong, Kirt Simmions, Chuck and Kathy Blair, Philip Buck, Jeff and Mary Olm, and special guest Richard Cook.



The Meeting started with a pot luck banquet and I do mean banquet with enough food to feed another 20 hungry people! After such a terrific meal the fleet meeting was a little quiet as many of us needed a nap. Election of officers was of prime importance and James Lovings was elected our Fleet Captain for 2011. James put in a lot of work in organizing this first meeting and we as a fleet thank him for his efforts. Trophies for the season past were awarded and thanks again to James for his efforts in this task as well as a special thank you to Richard Cook as his photos provided the center point for some of the overall trophies.



For entertainment our meeting started with slide shows of sailing seasons long past. At the end of our meeting we viewed a brand new slide show of our just finished 2010 season produced and directed by David and Jonathan Nigus. The fleet enjoyed the slide shows so much an immediate encore showing was demanded! We have 3 or 4 new members in our fleet and hope to see them out racing when the summer season starts.



UPDATE FROM RANDY OATES:

This is just one of the reasons we love it down here. This is from the national weather service on Wednesday: “The National Weather Service reported snow on the ground in every state except Florida. That included Hawaii, which had 7 inches on the top of the Mauna Kea mountain.”

While the weather is generally very mild here with averages of low 70s during the day and low 50s at night, we have had some rare cold weather. We set 3 record lows of right around freezing in Dec. However, since we live on a canal near the bay our temps are 4-6 degrees warmer at night than the official temperature about 8 miles inland from us. That also means our weather is 4-8 degrees cooler in the summer.

We are excited about the arrival of our boat. We have bought a SeaRay 24' deck boat. It's got everything we wanted including a small head, sink and plenty of deck space. But first we are having a lift put in alongside our 90' of concrete dock. Because of the salt water everyone around here keeps their boat on a lift when it is not being used to keep the boat from sitting in the salt water. Otherwise, you would have to put on bottom paint which has to be redone about every 2.5 years. As I am writing this, there is a barge sitting alongside our dock putting in pilings for the lift. It's quite an undertaking.

Sam and I love living down here. The weather is beautiful, very nice friendly folks, and a lovely small town with excellent local restaurants and lots of seafood. We have made friends with several couples and have a busier social calendar than we expected. We joined the Seafarers boating club and last night joined our neighbors for the Seafarers twice monthly social hour and then went to dinner. Our neighbor is the outgoing Commodore of the club and we are going out next Friday on their 40' sailing catamaran for the weekend, where we will meet up with other boats from the club at Boca Grande on Gasparilla Island (where the Bush family vacations every Christmas). A lot of the activities in this community revolve around the water. Charlotte Bay is the second largest bay in Florida (Tampa Bay is the largest), but because it is fairly shallow there is no commercial traffic like Tampa Bay. This makes it a wonderful place for sailing, fishing and recreational boating. We are looking forward to really enjoying the water once our lift is installed and we bring the boat home.

We sure miss you folks and our friends at GMSC. Please give everyone our best. Below is our contact information.

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ORANGE BOWL 2010 (SAILING NOT FOOTBALL)

BY KYIE DOCHODA

The international Orange Bowl regatta consisting of Lasers, Optimists, and 420s started with a breezy 20 knots with gusts up to 25 knots and a cold 35 degree temperature. Many sailors had decided to wear dry suits in the frigid waters; a wise choice as dozens of boats could have been seen capsizing. The wind consistently died at about 11:00 A.M. By the afternoon of the first day of racing the wind had died down to around 10 knots. Josh Dochoda (age 13) placed 156th with an OCS and me (Kyle Dochoda age 11) placing in 138th out of 230 optimists .

On the second day of this four day regatta the wind had died to 5 knots. The optimists got four races in with at the end of the day Josh placing 114 and me placing 147. It was cold in the sense that Florida is usually around 80 degrees F.

On the third day of racing the wind had been reduced to almost nothing but the race committee somehow managed to start both flights into a somewhat competitive race. The wind died even more too around two knots. After that race the sailors drifted about and after some waiting and many postponements the racing was called off for that day.

The final and last day ended as the third did with little or no sailing. In the morning the yellow fleet started but was soon recalled as the wind turned out to be too unpredictable for the race committee. After a great deal of more drifting, eating, and just plain sitting around the race committee wearily signaled for the fleet to abandon the racing for good. So by the time all the optimist sailors slowly drifted into the harbor they just wanted to relax and get off water for the time being. By the end of this regatta everyone walked away having learned something or satisfied with their finishes.

GMSC Anecdotes from History – February 2011

**5, 10, 15, 20, 25, 30, 35 and 40
YEARS AGO**

By Dr. Fred Kittler

5 Years Ago ~



Five years ago, Commodore Mark Barton asked for volunteers to help the Race committee. Faithful Carl Garner was RC Chairman then and many times over the years.

A-Fleet early results showed David Sample/Johnson well ahead, Jon Claas/Drew Daugherty a close second (J-27), and J-24 Red Chief 3rd. B-Fleet saw Parins 1st, Barton 2nd, and Jack Myers 3rd averaging six boats per race.

Big Tom Richards article from June 1970 was re-run discussing how one should “give the skipper some slack” because crewing for a dictator is better than not sailing at all.

10 Years Ago ~



Ice storms in December left Lake Maumelle iced over the first week of January. But on Saturday before the first race day, a dauntless group used the club boats to break up the ice.

Drew Daugherty’s J/30 sank in the slips. Two come-a-longs brought it up part way but to allow the pump to work, Drew had to dive head first down into the barely thawed ice water to a leaking seacock. This is apparently our first and last meeting of the Polar Bear Club.

Dr. Jim Mulhollan offered a list of True/False questions about hypothermia: about wearing a life jacket, not trying to swim ashore, not treating hypothermia with drinking alcohol. Lake Maumelle has very cold water three months of the year, and is a frequent site for thunderstorms.

Editor Chris Durney promised Sauvignon Blanc from Rodney Strong 1999 and Beaujolais Village by Louis Jadot for Mainsheet reporters in attendance.

The keelboat fall series found Durney 3rd, Claas-Mehlburger 2nd, and Nigus 1st.

15 Years Ago ~



Commodore Jim Mulhollan presided over his first board meeting and announced that there was a slight surplus from the previous year, that was enough to make some dock repairs but not enough to declare a dividend. A lakeshore cleanup day was scheduled for mid February, utilizing the club motor boats to scour the shoreline. Editor Tim Slape thanked Phast Phred for the monthly contribution to the Mainsheet that brings us up to date on the history of the club, which is actually factual, at least the best anybody can tell. His comments about floating automobiles and running sailboats into the Committee

boat were overlooked. (The 2001 Flying Buffalo Award is already spoken for by Drew Daugherty. Who else could sink a J/30 in the slip? Although it is hard to top Chris Durney for falling out of his own sailboat in icy waters.)

Y-Flyer National Races were scheduled for summer, and the Keelboat Regatta for April. Six new slips would be constructed under the leadership of Greg Dodd. Both editor Tim Slape and Chris Durney reviewed the January 21st race temperature 30°. Driving cold rain and as they say on the coast, a fresh breeze, cut down on the attendance.

A series of radio transmissions were recorded:

Voice 1: "Please divert your course 15 degrees to the north to avoid a collision."

Voice 2: "Recommend you divert your course 15 degrees to the south to avoid a collision."

Voice 1: "This is the captain of a US navy ship, I say again, divert your course."

Voice 2: "No, I say again, you divert your course."

Voice 1: "This is the aircraft carrier Enterprise. We are a large warship with the U.S. Navy. Divert your course now."

Voice 2: "This is a lighthouse. Your call."

20 Years Ago ~



Richard Booth was a new member with a Cal-24, Charles (Chip) Hagerup with a Hobie and Marc Hirrel with a Hunter 23. (Just five years later, Dick Booth was Secretary of the club and winning the B Fleet.) The Annual Chili Cookoff, with absolutely impartial judges, was set for February 17. Ron Gillert presented a new budget that thankfully omitted the category, "Life's Little Surprises." Mainsheet editor John Lane indicated that 134 members were listed in 1978, 58 of which were still on the 1988 roster. The members met to allow associate membership, the so called Coreen Frasier Amendment.

Krys Viers had been to Australia scouting hotels for the America's Cup races. She listed a trivia quiz that asked what were the greatest loss of life at sea: 6,000 when the Chinese army was evacuating Manchuria in 1948. In 1960, 3,100 drowned when the French Ship Province sank. The Titanic was only the fifth worse with 1,503 people lost in 1912. The sixth worse maritime tragedy was the steamer Sultana that blew up in 1865 on the Mississippi River killing 1,450 people.

One of the club members complained about the children making noise when guest speaker and sail maker Greg Fisher was trying to tell us all about good technique and equipment. It turned out that the kids were Greg's.

The February issue was dedicated to Hal and Bettye Jane Daugherty with a beautiful picture of Hal at the helm of his Gulf Coast, affectionately known as *Aggie Navy*. His main sailboat competition was always the Y-Flyer *Brushfire*.

25 Years Ago ~



Max Mehlburger continued his report of the Bermuda to Tortolla sail through Hurricane Kate. Monday Night at the Movies featured "Coureurs D'Oceans: The Making of a Champion," and the wild Australian boats with the long boards that stick out to the side, affectionately known there as "the Eeyedeent-footers."

Randy Oates thanked the various members for contributing slides for the Fall Ball: Doug and Sue Buffalo, Chick Lanphier, Linda Sexton, David Mahan, Joe Dempsey, Ed Grubbs, and Phred Kittler. This time Chet Hight's dog didn't eat the slides. Jack Meyers contributed some pictures of boats frozen in

place. The Thistle fleet was proud that Joe Dempsey was awarded Most Improved Skipper, and that Neil Jones' crew Coreen Frasier was awarded the Best Crew trophy. Randy and Janet Jordan, and Neil Jones planned to take their Thistle to the Mid Winter races. Phast Phred rounded up the motley crew of Bud Thurman and Doug "Ask me about Lake Erie" Buffalo to attend also in February at St. Petersburg.

Paul Moore asked Drew Daugherty, "Did you really hit a J/24 with your 30-foot boat White Trash?" Drew responded, "That boat is a J/23 now, Paul."

30 Years Ago ~



Sunfish leader David Jones gave an in depth report about the Sunfish Banquet Pizza Party at the Oates' home. That was only fair since Greg Oates, the former fleet captain, won the overall trophy for both series. The Oates' dog, Runner, kept the floor clean, and Randy and the Commodore gave a preview of the Fall Ball Slide Show. Max Mehlburger teased all with 10 questions about the rules, tempting them to come to the rules seminar.

Slow Joe Whitesell was concerned that the Y-Flyer fleet might be inspired by Sandy and Pete Heister, and Randy Oates to think up some phun event like bicycling from town to Lake Maumelle, having a phun run around Lake Maumelle, and then a phun sail across it. This may be more than a Geritol Fleet can stand.

35 Years Ago ~



We saw a weekend of mayhem: Bob Pitts' Golf Coast 23 was dismantled, Max Mehlburger's and Dudley Rodgers' Santana 21 was dismantled, and Gulf Coast 23 *Peppermint Patty* was running under spinnaker with his keel cranked up, resulting in a capsize. A busy day for the Race Committee.

Unusual awards presented at the Fall Ball had included: the Brave Award to the Marshalls, who brought guests, the Filling in the Sandwich Award to Linda Grubbs who spent the evening between Mark Richards and Drew Daugherty, and Delbert Plante who obviously was the Best Dressed. Commodore Oates was indescribable as the Master of Ceremonies and outgoing Commodore, passing the helm to fellow Flying Junior phleet sailor, Don Renshaw.

The Polish Navy, with chief advisor Oates on shore ill, managed to sail past some of its perennial competitors including the Aggie Navy with "Mouth of Maumelle" Drew on the bow. The original keelboat owner on Lake Maumelle, Dr. Win Shorey, passed on. He was a long time supporter of the Sunfish racing program. The perpetual keelboat trophy, of course, is named for him.

40 Years Ago ~



The board unanimously approved and recommended that the general membership pave the parking lot and the road to the clubhouse. Worthen Bank filmed a TV commercial of several of the sailors braving the winter winds. The sun deck was almost completed and the Kittler kids got a new Sunfish for Christmas. Hal Daugherty bought some new Y-Flyer sails to try to win back the beautiful Governor's Cup.

**And that's how it was
5, 10, 15, 20, 25, 30, 35 & 40
years ago this month.**