



November 2010

The Mainsheet

Grande Maumelle Sailing Club



COMING UP

November 2010

- **Fall Ball** - Saturday, November 13, 2010
Time: 18:00 - Location: Temple B'Nai Israel
- 3700 Rodney Parham Road

December 2010

- **Keelboat First Series Race** - Start Date: 12/5/2010
Time: 12:30 pm
- **GMSC Board Meeting** - Start Date: 12/6/2010
Time: 18:00 - Location: Law Offices of Gary Green
- Downtown Little Rock
- **Fall Regatta** - December 18-19, 2010
Time: TBD

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Slip Damage...*this could be you*



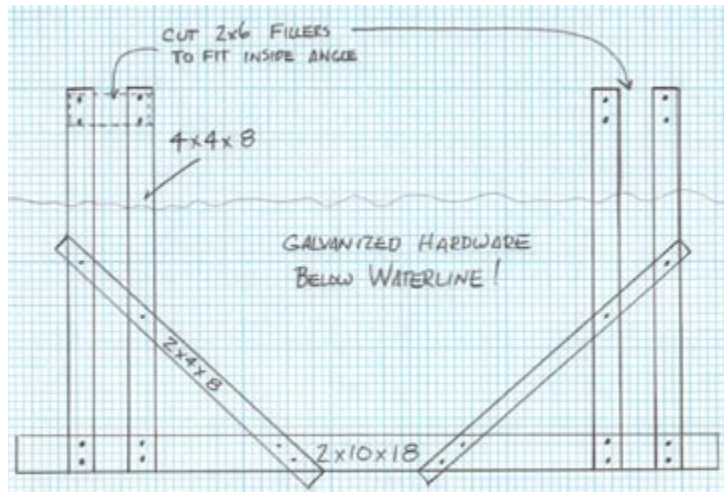
Ten Ways to Save Your Slip from Total Destruction

By David Nigus

Over the last couple of months I have sent several emails to slip owners warning of the effect the low water levels has had on our slips. As you know, CAW lowered the lake to conduct some repairs on the dam. Some have heeded the warnings and have taken positive steps to mitigate damage. But others have not.

I'm worried that when the water does come up, and if you have not made the appropriate repairs, irreversible damage may occur. Please protect your investment, and others on each side of you. We have seen many examples of the "domino effect" when one slip is ruined, the ones next to it soon succumb to the damage. Here are a few tips you should consider:

1. Go to the lake and check on your slip.
2. Find your flotation modules that have floated away.
3. Re-attach the flotation (Cheap ratchet tie-downs work great).
4. Un-bolt or cut the underwater brackets that are on the ground and let your fingers float again. (Replace foam first!) We did this in Section A and others.
5. When re-attaching underwater brackets, consider maximum draft needed. Most steel brackets are 10 feet deep. Wooden brackets are 8 feet. Most boats do not need this much clearance.
6. Consider making new brackets using wooden 4x4s. This design has positive to neutral buoyancy, last almost forever, and are much stronger. (Drawing attached)
7. Install temporary 2x8s stilts on each side of the wooden fingers at section joints to keep them from breaking in half. (Assuming you may have waited to long to adjust bracket)
8. If your steel anchor pipes (spuds) are starting to lean and break apart your collar or slip. Use rope and come-alongs to keep them as straight as possible.
9. Continue to monitor your slip on a regular basis.
10. Pray for Rain!



Seriously folks, the lake is at its lowest level. The initiative of moving of all the slips 40 feet further out a few years back has definitely helped. But these are extraordinary conditions! Even if you think your slip is okay, you better look. Even some that were believed to be in the deepest areas have hit bottom.

Provisions set forth by GMSC Board of Directors - April 2001:

Slip owners will be notified in writing of repairs needed.

For Minor or Moderate repairs:

1. *Owners will have 30 days from receipt of letter to complete all repairs.*
2. *If repairs are not made within 30 days, GMSC will arrange and complete repairs.*
3. *Slip owners will be billed for repairs to include cost of material, labor cost, and a \$300.00 surcharge.*
4. *Slip owners will be given 30 days from receipt of bill to make payment to GMSC.*
5. *Failure to make payment within 30 days will result in forfeiture of slip ownership to GMSC.*

For Major repairs:

1. *Owners will have 60 days from receipt of letter to replace their slips. Replacement slips must meet slip specifications as outlined by the Docks committee – there will be NO exceptions.*
2. *The slip owner is responsible for payment of the replacement slip direct to provider of the slip &/or service provider.*
3. *If the slip is not replaced within the 60 day period, the slip will be boarded up at the entrance of the slip and the member will be notified that their slip will be put up for auction. The procedure and notifications for the auction will be based on existing GMSC rules.*

GMSC Anecdotes from History – November 2010

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

By Dr. Fred Kittler

5 Years Ago ~



Commodore Merle Paule described the fun of Scot sailing as Hurricane Rita passed near making for planing with a borrowed spinnaker. Bill Brierly, John Bryant and Craig Parins led the Scot racing, and John Easby-Smith, Mark Barton, and Drew Daugherty led the Y-Fleet.

Elected officers included Mark Barton (Commodore), John Bryant (Vice-Commodore, Bob Wilimzig (Treasurer), and Sherri Jo McLemore (Secretary).

10 Years Ago ~



Lee Butler Jackson won the Hobie 16 State Championship with able crewperson Nicole Claas. Keith Newton and Ellison were 2nd, and Jon Claas 3rd.

Walt Bryde was the first Laser at Lake Carlisle's Whale of a Sail and Drew Daugherty with Mary Mehlburger won the Y-Flyer class followed closely by Mark Barton and Evan Daugherty.

Chris and Dana Durney lured writers for the Mainsheet promising Danzante Delle Venigie 1999 Pinot Grigio, Black Opal South-Eastern Australia 1998 Shiraz, and the ever popular Rolling Rock Beer.

The 40th Fall Ball was set for Cajun's Wharf with a shipwreck motif, all brought together by Cyndy Daugherty.

15 Years Ago ~



The Annual Meeting was scheduled for Wednesday, November 8 at the clubhouse, followed by the Fall Ball on the 18th at Cassinelli's Restaurant. The keelboat season officially began on October 15th with the B-Fleet leading off.

The Sail-Offs were just concluded with Jon Claas and Crew John Anderson—representing the Hobie Fleet—winning the centerboard overall title. Trish Brierley, with Gail McDonnell and Rachel Daugherty, won the Flying Scot Overall. Mark Barton talked Jeff Rodgers into crewing for him in the Sail-Offs, having won the Y-Flyer competition. Pat Ferguson and Dick Martin represented the Laser Fleet, and Phast Phred and faithful crew Wayne Lewis sailed for the Thistles. Larry Wagner, Gary Mansfield, and the Phast One had sailed the Thistle Nationals in Cleveland in August, celebrating the 50th Anniversary of the Thistle class.

20 Years Ago ~



John Bonds, Executive Director of USYRU, spoke at the GMSC clubhouse after the Sunday keelboat race. Items to be discussed at the Annual Meeting included retirement of the Shirley Rush Award and its replacement—the Linda Sexton Award for Outstanding Contributions to the Club. New officers for the club were Commodore Jim Burgett, Vice Commodore Steve Brighton, Secretary Trish Brierley and Treasurer Ron Gilbert.

The club was dismayed that Buster and Sharon Jones were moving to Roanoke, Virginia, and that Cluck and Sue Henry had moved to Mobile, Alabama. On a happier note, Drew Daugherty won the Centerboard championship, competing against Jim Vaughter of the Hobie Fleet, Dan Donahue of the Scot Fleet, and Larry Wagner of the Thistle Fleet. Larry had just returned from the Thistle National races in Dallas where Chris Klotz—in Thistle Number 1—won, besting nationally known Greg Fisher and Dave Dellenbaugh.

Ed Grubbs returned from the Y-Flyer Nationals in Atlanta with a 5th place and a poem:

Some boats sail east
Some boats sail west
As they pass at night in a blow,
It is the set of the sail,
Not the strength of the gale,
That determines the way we go.

The Hobie 16 State Championship was won handily by Jim Vaughter, with Jeff and Mary Olm 2nd. The surprise 3rd place finisher was Nolen Buffalo with crew J.P. Watts. These teenagers humbled many of the regular Hobie sailors.

25 Years Ago ~



Chet Hight won the Centerboard championship with longtime Flying Junior sailor Burt Mann close behind. Janis Keeton won the Hobie Fleet racing, becoming the first female competitor in the Sail-Offs. Joe Whitesell observed that the Laser sailors all piled into the keelboat *White Trash* and drank lots of Highway 10 coolers—wildly cheering for Chet Hight.

The Y-Flyer fleet, on the other hand, unhitched the long launch dock, loaded it with wheelchairs, Geritol and gin, and paddled out to the races. The Hobie sailors sailed through the course out of control (as usual). The Bass Tournament fishermen quickly realized that this was more fun than fishing and buzzed through the course, repeatedly making large wakes.

Meanwhile, Joe Dempsey went to the Cotton Pickin' Regatta in Memphis and handily won with four 1st places. Don Renshaw won the Thistle Overall racing, Burt Mann won the Flying Junior races and Randy Oates won the Y-Flyer Fleet Championship.

30 Years Ago ~



Terry and Dorothy Johnson were welcomed back to the Sailing Club after he had been off working in Vicksburg on some river or dam, or something. Chick and Nellie Lanphier had the Fall Ball well organized. Commodore Phast Phred sent out a call for old automobile tires to build a breakwater to protect our docks and slips. John and Lou Lane put together their last Mainsheet (they thought), passing it on to Dan and Helen Mystic. The Y-Flyer fleet, after four short years and a cast of thousands, had erected a bulletin board for official notices.

Slow Joe Whitesell had won the fall series in the Y-Flyer competition, and had to compete in the Sail-Offs in a Flying Scot. He was concerned that they seemed to be flying the boat cover—or maybe it was a spinnaker. On September 28th all of the races were cancelled except the Thistles, who didn't seem to mind the rain. Chet Hight won the second series and the overall. David Jones was the announcer at the Sunfish banquet, where pizza was served in quantity. A drawing for the door prize at the Sunfish banquet won Stephen Rodgers' dirty sweat socks.

35 Years Ago ~

Commodore Randy Oates announced that the Annual Meeting would consider the insufficient parking for the 139 sailboats at the club. Hal and B.J. Daugherty won the Y-Flyer series and the Governor's Cup. Rumor has it that it was already bolted to the Daughertys' floor. Their son, Drew, proclaimed that it really didn't matter whether you win or lose, it's how you look doing it.

There was a club fish fry and alibi party where Joe Whitesell waxed poetic at great length with some plausible alibis and a great number of lies. Nonetheless, he won the coveted "Makes You Want to Croak" Award. The famous "Stretching the Truth" Award went to Buster Jones, and Bill Blair gave the "Fishiest Excuse", claiming that he spent all of his time looking at girls on other boats. Hal and Bettye Jane won a special award for capsizing in a drifter. And the "Joe Cool" Award went to the Best Actor in a Silent Production: Burt Mann.

40 Years Ago ~

The Club's 10th Anniversary Awards Banquet had real live music and a dinner, and everything—with Commodore Mehlburger guaranteeing some new slides for the next year's banquet. Dudley Rodgers and Max McGinnis won the Y-Flyer series, Burt Mann won the Flying Junior series, Chet and Ann Hight won the Flying Dutchman and Thistle class, and several people were talking foolishness about sailing in the winter months with seven keelboats available.

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

Great Christmas Gifts



For Sale

**Sail tote bags made from recycled GMSC sails.
Proceeds go to the GMSC Junior Sailing Program.
Bags are \$85. Contact Tracy at lsykes22@comcast.net
or 225-2670**