



THE LIGHT



Bringing Others In

Brian Mikiten

On a recent trip to San Francisco, I was able to take a day and go sailing on the bay in a 38' older but quick sailboat. I had it for the late morning and through the evening but had never sailed this particular boat so I took a few minutes to do a safety check with the inexperienced crew that consisted of my younger brother, his wife and their son.

It became clear that while they had been out on boats in the past, being out on a bigger boat would require me to re-think what I was doing and how I'd planned to handle the afternoon winds common in the bay. Terminology would have to be changed and my directions quite clear when I asked them to perform some crew tasks.

The sail started by backing out of the slip with a spring line next to a bulkhead with a large ocean cat protruding from the slip behind me. The binnacle-mounted throttle on the boat was designed to pull towards me for speed and away to slow down. Exactly opposite of my boat. It was funny how such a little thing took me so long to get used after years of what I considered to be correct.

The mid-morning winds were at 15 knots gusting to 20 so we started with a reefed main. I wasn't really relishing the thought of trying to pull in a reef alone with three other people on the boat so I opted to



put it in and shake it out if the winds calmed later in the day. This turned out to be good idea number 1.

The second good idea beyond the obvious safety tips and orientation was that we agreed to use left and right, back and front and refer to all the lines by their color. I also showed everyone how to use the winches, handles and tied up all the lines that I knew would be unused - spinnaker lines, extra halyards, etc. Why confuse everyone with lines that wouldn't be active? This is supposed to be fun. The indoctrination can come later.

As we headed out towards the Bay Bridge I think there were over 500 sailboats on the water and at least five active races including a very large trimaran fleet. It was a spectacular sight. Unfortunately even though the area was large, there were many possible collisions so we also had a discussion about the rules

of the road - many of which were broken in front of us which provided some real-life bad examples.

As we headed under the bridge, everyone was given a chance to take the helm and of all the people on the boat, my 7 year old nephew enjoyed it the most. He learned about compass headings, watching the sail set and got a feel for the force the wind can generate as we headed towards the Golden Gate.

If you've sailed the bay, you know that convention is to stay on the Bay Bridge side and turn back when you see both spires of the Golden Gate if you don't want to get into the big wind. The slot effect formed by the hills can be amazing. As an experienced SPI sailor, I wasn't about to let that bother me.

We quickly went to hull speed and heeled over to 25 degrees. The spray was coming over the bow and we were moving right along. The first time everyone got hit with spray from the chop I knew that they were hooked. We tacked and even made a few jibes just to get everyone a chance to go through the motions.

By the time we had to turn back we were deep into the wind and had to furl the headsail by 30% to stay in control. Fortunately, I had at least two new crew members who were capable of watching the helm as I asked them to turn into the wind and then back to the course as I pulled in the genoa.

The trip back was invigorating and as we headed back under the Bay Bridge the headsail came back out and we sailed wing-and-wing into the long channel back home past cargo ships and other sailboats. Everyone on board was able to evaluate our boat speed against others and even learned a few more lessons about Rules of the Road when overtaking on a run.

I was able to return to the dock in perfect form (I couldn't do it twice if I tried) and everyone felt like they had really experienced a great day of sailing. They have all decided to take one of the many sailing courses offered in the area and will be chartering or purchasing a boat in the future.

Take some time and bring others to our wonderful sport/hobby. It just takes one good sail!



This 80' Pugh with crew was a common site in SF



I'm not sure I'd take a J22 out in 30+ knot winds but plenty of other people did it!



Over 25 Farrier Trimarans scooted around us at high speed!

Commodores Corner Col. Bill Maples

On the 24th of August, 2010 the collective work of the Boating and Water Ways group and the City of Port Isabel achieved the first big step toward the immediate and future maintenance of the fingers waterways & boating in general.

A special appreciation goes to those B&WW's members, LMYC members, Fingers residents, U.S. Power Squadron members, U.S. Coast Guard & Home Land Security, and friends who attended & made a positive showing last night at the P.I. Commissioners meeting.

The Commission session, approved all areas the B&WW has been pushing inclusive of \$240,000.00 to take the first steps in dredging the "bottle neck," clearing the area from the natural "old" channel into the Fingers, thus making the safe refuge accessible and allowing the Pompano work arena to be accessible; also to immediately seek bids for a turn key dredging company, and to assist the B&WW in the continuance of our work with the US Corps of Engineers on a Federal level Hydrology study & the US Coast Guard on the marking of the natural channel.

Another grant source of over \$100,000.00 is now identified for processing that can be used for dredging. It appears that congressional interest is also widening..As dredging progresses Home Land security will return to the fingers, and problems of insurance and other related problems should be less intensive. Great News: I have received correspondence from some Club members, who have their boats out of the area, now that the area will be opening up are seriously considering moving their boats back...

Seamanship Instruction Update

For those LMYC members who have signed up for the joint First courses in Seamanship Instruction with the U.S. Power Squadron, starting at 09:00 hrs on September 11th, at the LMYC facilities, all is on course... For questions, please contact Mr. Pete Prantis--LMYC member and USPS instruction coordinator at 956 630 0648. A reminder e-mail with schedule has gone out with specific dates, cost, courses and will be also placed on the web site.

Maintenance Reminder Check that Anchor

In the high salinity waters of Port Isabel and SPI, we see more corrosion that our fellow Texas sailors might experience in Kemah or Corpus Christi. As a result, checking your gear more often is important. One overlooked but critical part of the boat is the anchor.

As part of your maintenance regime, remove the anchor, chain and line from your boat on a regular basis and check the shackle, line and connection to the boat to be sure it is fast and clean. Wash it down and be sure that the line is free of any kinks or knots. Anchors should be able to be deployed easily and quickly whether you are using it for pleasure or under emergency conditions.

If you use a parachute anchor that connects to your anchor chain and line, be especially sure that your shackle is free to move and that the pin is held on in case it becomes loose during deployment.

New Member Updates

We always enjoy meeting and greeting our new members. In order to ensure their privacy, we will publish the information which can be added to your directory only via email to existing members.

Back Issues of The Light

Missing back issues of The Light? Was there a particular article, quip or cartoon that you'd like to reference? All the old issues are on the website and available for

Steward's Corner

What an August! Hot Dogs, Sunday Coffee, and Strange Brew. How can we top that?

Fiesta! This month our social will feature a Mexican theme. It looks like we will be having the most authentic Mexican food a Minnesota boy can fake! But I've lived here for 5 years now so it should be good!

Our Sunday morning coffee is on its way. The last three weeks I stepped up to the plate to see that it got off to a good start. Turnout was a little light, but a nice time was had by those who came. Now that it's up and going it will be up to those members interested in coming to keep it going. I'll be off racing next week on the Port Aransas ocean challenge and won't be there. Since no volunteers have come forward to host, it will now be totally informal. (Coffee is in the freezer.)

Also, no volunteers or interest has been shown for movie or card night so they are canceled.

I'm still looking for volunteers to help cook Mexican cuisine for our next socials, and I'm especially looking for someone who knows how to make Margaritas!

Bill Rushfeldt, Steward

2010 Race and Cruise Schedule

Note: Always check the website for current information

Port Aransas Race Labor Day Weekend – Check the website for more information

SEPTEMBER 18, 19 GULF AND BAY RACES– START FALL SERIES

OCTOBER 16, 17 GULF AND BAY RACES

NOVEMBER 20, 21 GULF AND BAY RACES

Remember, you don't have to own a racing boat to race. Everyone is welcome under our handicapping rules where the best sailed boat and not the fastest wins.

For changes or comments email bmikiten@idworld.net

Your 2010 Flag Officers

Commodore

Col. Wm. "Bill" Maples
H 956 421 3168 C 979 218 4850

Vice Commodore

Robert "Bob" Fisher C 956 299 1259

Rear Commodore

Brian Mikiten C 210 863 5245

Steward

William Rushfeldt C 956 266 3789

Fleet Captain

Rocky Poovey C 956 535 2224

Treasurer

George Lesieutre C 956 453 3436

Secretary

Jo Anne Lesieutre C 956 761 3169

Barrister

Bill Schwer C 713 882 0976

Fleet Surgeon

Wes Thom C 956 778 7628

Membership information

Clubhouse Phone Number
956-943-5692

membership@lagunamadreyachtclub.org

