
Mainsheet

Newsletter of the Delaware River Chapter, TSCA

September, 2006

Next Meeting: Tuesday,
September 5, 7:30 pm at Red
Dragon Canoe Club

The next meeting will be a discussion of outboards, installation, maintenance, and selection of the appropriate outboard for your small craft. The selection of four stroke or two stroke motors will be discussed. So bring along any questions you may have on this very relevant topic.

The last meeting on August 1 was Phil Maynard's excellent presentation of the possibilities of inboard versus outboard power. You will remember from last month's Mainsheet that Phil had installed a five horsepower basic lawnmower motor in his Monk designed fifteen foot sloop using mostly off the shelf items, and he brought his boat with him to show us how it was and could be done.

Phil, having trained on building his own light aircraft, is a rarely talented and imaginative boatbuilder who does such wonderful work on a daily basis, but, as he said, wood was his expertise, and that even he had to pick and choose just what tasks he could do himself and which he should delegate to others. He quickly recognized that the metalwork of the shaft sub-assembly was beyond his capability and better contracted out to a local machine shop. This kind of information is helpful to those of us who are less experienced, that we all will be happier if we, correctly, assess our strengths and weaknesses and are willing to reach out when a task is simply beyond us.

When Phil admitted that his fuel system was gravity feed from a daytank, since his engine lacked a fuel pump, Al Moss reminded us of the dangers of spilled gasoline with a story from his personal experience in landing craft during WW II. He was in a Higgins Boat when another motormac was careless about draining gasoline into the bilge of his LCVP and creating a spark. A few ounces of gas in a bilge caused a fire that endangered the whole fleet of landing craft. That was a timely reminder to all of us that "Eternal vigilance is the price of safety."

We all will remember Phil's last class on melonseed design when he produced not the one in ten model of his boat you might expect, but the six and a half foot, one in two, luan model he had built to really examine the lines of

his creation. That meeting wowed us enough, and this class lived up to its billing, too. Thank you, Phil. Can you top that next year?

Notes from the Meeting

Marion Brewington Day will be Saturday, August 19 at Union Lake. Members are reminded that we don't want to overload the hospitality of the Union Lake Club by arriving with a swarm of our own boats. We should remember that the purpose of this gathering is to practice with the club boats in preparation for the upcoming Messabout that is happening on **September 9 from 9AM to 6PM at Union Lake**. The club is really pretty patient with all our activities on their fine and windy lake; Let's not abuse their facilities.

August 26 is another open day at the Liberty Sailing Club, just under the Ben Franklin Bridge. It runs from 8:30 to 4:30. They are hoping for new members but are quite happy with any interested sailors who are in need of a sail. Just see Frank or Dave or else just turn up. For complete information go to <http://libertysailing.com>.

The September Meeting will be about outboards, practicing the Shanty Sing, and the time to organize volunteers for the Messabout. We will need volunteers for the usual tasks, getting boats into the water, running the races, helping with the signup and paperwork, cleanup squad, cooking, planning the Shanty Sing, running the crash boat; all the usual tasks. So don't be shy, there's work for all and it makes for a happy outing.

The Delaware Valley Model Boat Club has made a strong start, but there is a temporary problem that members aren't getting their boats finished fast enough. To race, they need at least three boats, and three boats aren't finished, yet. As the old squarehead skipper used to say, "Too much spik, not enough Hurriup".

Two new boats are in the club: Dan Noble has found himself a Bolger Cartopper, 11 ½ feet of double chine Bolger magic with both sprit and leg O' Mutton mainsail. Between him, me, and Bill Rutherford, we are developing quite a Bolger following. Tom Ethrington used to have a Bolger Micro, but he sold it. Rick Lathrop also has bought himself a Mariner which will clearly bring up the tone of the

club. Speaking of new boats, Ted Striker is still exercising Don Stokes' Whitehall on Union Lake. That boat is so pretty under sail.

It turned out that I missed the real event at Barnegat Bay last month. Just as I was struggling to get my boat back on its trailer, John Smith capsized his new boat. He said it felt like the daggerboard struck something, and he didn't have time to let out his mainsail. At ten to three ASRYDA dumped John in the water and promptly turned turtle with her mast in the mud. He tried holding onto the overturned boat, but there was nothing to hold onto. Paul Skalka was there to help, but John couldn't get aboard his catboat. While floating he noticed that his pants weren't. They slowly sank down his legs taking his wallet and car keys to the bottom of the bay.

Soon a larger sailboat came by with a boarding ladder, but it was too short to be of much use. A for profit rescue boat happened along and helped him. They didn't have a decent boarding ladder, either, so he had to climb over the outboard to get on the tender. They towed him back to Berkeley Island all right but couldn't go back to pick up his mast and mainsail. The boatyard flushed out his outboard for him, but it was an expensive outing. This is a good example of why you should always sail with another boat. New boats can be hard work; we have all been there.

At the meeting Pete Peters asked what the club policy should be about wearing lifejackets. Should we recommend wearing them? Should they be mandatory? If they are mandatory, does that mean we must enforce our rule? What if we don't enforce our rule? Lots of good questions.

The discussion was tabled until the next meeting.

Other Clubs

On August 12 we got an e-mail from Mike Moore in Cambridge. He is making good progress in forming a new TSCA chapter on the Eastern Shore. They already have ten members and more are calling daily. There is to be an introductory meeting at the Cambridge Visitors Center, the large white sail at the US 50 Bridge, Thursday night, September 7, at 6 PM. He says there will be sailing at the meeting. mikemoore@usa.com.

For Sale

Former member Jim McKelvey is offering up his Pete Culler Sharptown Barge, including the Egyptian Cotton sails, rig and customized trailer, to any interested TSCA

member. Phone: 302 369 8711 or 302 743 7801, cell. E-mail is jimmckelvey@comcast.net.



The catboat, LITTLE MARY (above), is available from the Bayshore Discovery Project. 1973 17' Charles Wittholz Catboat; built by Cape Cod Boatworks: \$5000. More details from Capt. Mitch Brodtkin, mbrodtkin@bayshorediscovery.org, or call (856) 207-4004.

Yakima "One man cartop Boat Loader" Clamps to existing roof rack. Excellent condition, will deliver, was \$202 new, now \$85. Contact Bob Doordan (610) 566 3985 or Keriset@netcarrier.com. Pete Peters said he is also looking to sell a roadworthy Cox trailer that needs new lights for \$125.

Messabout 2006

Saturday, September 9

Sponsored by the Delaware River Chapter, TSCA



Union Lake Sailing & Tennis Club
Millville, NJ

9:00 am — 6:00 pm, rain or shine

Program begins at 1:00 pm

Family-oriented event

for TSCA members & guests only

Temporary memberships available
at the clubhouse, \$10.00 per family

Chantey sing

Traditional maritime craft demonstrations

Nautical trivia contest

Sailing races for "traditional" small craft:

Melonseeds, Tuckups, Duckers,
Sneakboxes, etc.

Rowing/paddling races

Grills available, bring your own food

Swimming at your own risk



For information, contact:

Tom Shephard, 856-691-4053,

tsshep41556@aol.com,

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Directions:

Route 55 south to Exit 27 (Vineland Millville).

Take a right onto Route 47 (south). At the second traffic light, turn right onto High Street. At the "Y" in the road, turn right onto Sharp Street. At the second road on the right, turn right onto Glenside Drive. Travel 1/4 mile, just after the sign for "Woodland Shores," turn left onto Starling Drive (street sign may be difficult to see). Travel to the end of this street; entrance to ULS&TC is on the right.



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Monthly Newsletter of the
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