



# The Jib Sheet

THE MONTHLY PUBLICATION OF THE PUNTA GORDA SAILING CLUB

Volume 15 Issue 3

PGSC Club Website <http://www.pgscweb.com>

March, 2010

## From Your Commodore : Sarah Buck



BOOM the cannon is fired! The annual landing of the Conquistador Cup is here. This event is truly a jewel in the crown of PGSC. Seventeen years ago, a local sailor and attorney, Dave Johnson, and then PGSC Commodore, Dave Hansen, created this event. The dream was to have the harbor full of sailboats. The tradition continues with Bob Knowles at the helm. We look forward to a large showing of racers from S.W.Fla.,

camaraderie, tight racing, and the feathered Conquistadors to welcome us back to the dock with libations. Thanks to Bob Knowles for another great job. I know that both Daves would be proud.

March offers even more excitement for us. The plans for **Harbor-Walk** and the **West Mooring Field** will be presented to the Punta Gorda City Council on March 3, 2010 at 9:00a.m. by Weiler Eng.. This meeting is open to the public and will be our first opportunity to see the final plans. All sailors are encouraged to attend and show their support for these projects. If approved, these projects will have a very positive impact on future sailing in Charlotte Harbor. Maybe, finally, we can have a real community boat-rack as well as a teaching/ youth sailing facility. As you travel along the gold coast of Florida, Charlotte County is the only one without community boating facilities. Also, there has been a big increase in the number of young people in the area. What do we offer these kids? Will Charlotte Co. be known as the home of the couch-potato children? Or maybe, one day, we can have Olympic sailors from Charlotte Co? So, if possible, take advantage of this opportunity to help make this plan a reality. Don't be a potato-head!

On another tack, our dear friend and tireless defender of the underdog, Judy Tessier, will be greatly missed. Judy was a very close friend and mentor of mine, as she was to many of you. PGSC would like to honor her memory in some way. If you have thoughts about this, please contact any of your Board of Directors. Sail on in Peace, Judy. We will miss you.

*Sarah Buck*

### ***On Deck***

***3/3 Council Meeting***

***3/4 PGI Canal Cleanup***

***3/6-7 Conquistador Cup***

***3/10 Monthly Meeting***

***3/13 Great American  
Cleanup***

***3/14 Spring Series #5***

***3/20 IYC Leukemia Cup  
Small Boat Regatta***

***3/19-22 Englewood Cruise***

***3/27-28 IYC Leukemia  
Cup Regatta***

***4/11 Spring Series #6***

***4/14 Monthly Meeting***

***4/17 Spring Cruise***

***4/25 Spring Series #7***

## Vice Commodore



I'd like to start out by saying thanks to all of the volunteers who jumped in to make, what I feel, was the best attended February pasta dinner yet.. Thank you for your help; the setup people, the cooks, and the kitchen crew. You are the best! The seated number totaled 156. Who could ask for anything more?

Now to some new business. The cold weather has put a damper on the **after race picnics**. But on the positive side, the homeless have been eating well. So, I don't consider them a total loss. When the weather warms up (and it will) be sure to support these picnics. They are the perfect way to finish off a day on the water....no matter how you finished.

The national day for The Great American Cleanup is March 6, but with the Conquistador Cup Regatta also on March 6th & 7th, I have arranged with Ms. Glenda Anderson for us to join in on March 13. Make a note of this date and help our club do our part to keep Charlotte Harbor clean. We will meet at Bayshore Live Oak Park, just west of Portofino's restaurant, starting at 9am. Supplies for the cleanup will be provided by Ms. Anderson. Check the website for more details and look for the signup sheet at our March 10th meeting, or email me at [wawa39564@yahoo.com](mailto:wawa39564@yahoo.com).

Be safe and have faith, warm weather is coming!

*Wallie Wicks*

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## Fleet Captain—Racing



By the time you read this, we will be tuning our rigs and cleaning our bottoms in preparation for the 17<sup>th</sup> annual Conquistador Regatta. This regatta has traditionally been the highlight of our racing season and the turnout this year promises to make it as competitive as ever. Hopefully, the wind will be somewhere in between what we experienced for the Charlotte Harbor Regatta and what we had for Spring Series #3.

Regarding the Charlotte Harbor Regatta, Brian Gleason deserves kudos for making this event a success. Brian showed the kind of enthusiasm, leadership and determination that will go a long way to making this an annual event that will help to promote sailing on Charlotte Harbor. And, you have to admire the grit of the sailors who competed in less than ideal conditions.

There is no shortage of racing in March. If you don't do well in the next race, you won't have to wait long for a chance to redeem yourself. Spring series #5 is on the 14<sup>th</sup> followed by the Leukemia Cup on the 27<sup>th</sup> and 28<sup>th</sup>. And if that's not enough for you, Pete Welch is still running the tune-up races on Saturdays. See you out there!

*Tony Millan*

## Rear Commodore



The 2010 roster of members will be available at the March meeting – one per membership. Gail Rimoshytus deserves a big **thank you** for her diligence in getting as accurate a listing as possible. You'll notice an upscale appearance of the roster booklet. This is only possible because of the advertisers listed in it. Please be sure to support *West Marine, Harbor Seafood, SWFL Insurance, Sea Tow and Anchored Stitches Embroidery*.

*Barb Cartwright*

### **Good News For Cruisers**

Recently the state of Florida passed a law which forbids local communities from restricting cruiser's anchoring rights. This law will not only have a positive impact on boaters in the area, but generate revenue for local business by allowing boaters more freedom to anchor and make Florida more boater friendly than ever.

On May 27, 2009, Florida Governor Charlie Crist signed H.B.1423, a general legislative package for the Fish and Wildlife Conservation Commission that includes a provision that prevents local Florida communities from forcing boaters to leave an anchorage unless a boat is a live-aboard vessel .The law specifically defines a live-aboard vessel as one that is used "solely as a residence and not for navigation" (which excludes cruisers); one represented as a place of business and/or one that is declared to be a domicile. This new definition clearly excludes cruisers, giving them rights to more freely anchor and not be restricted by local communities. It clarifies confusing language in the previous law. The new law also prohibits local governments from regulating anchorage outside of established mooring fields unless the boat is a live-aboard vessel.

*Gary Gunsher*

### **Race Clinic in April**

No, this is not April Fools but a Race Clinic to see who might be interested in getting out on the water more and learning to race. Or, if you are already racing, how to improve your racing skills.

We are planning a One Day Event which will include a landside clinic about the basics...rules, flags, and how to get around the course (under 2 hours). Then, we'll get out on the water and practice what we learned with expert help onboard to guide and answer questions. If interested, please contact Wendy Filler (941) 833-0190 or [wendyfiller@comcast.net](mailto:wendyfiller@comcast.net)

*Wendy Filler*

# Treasurer



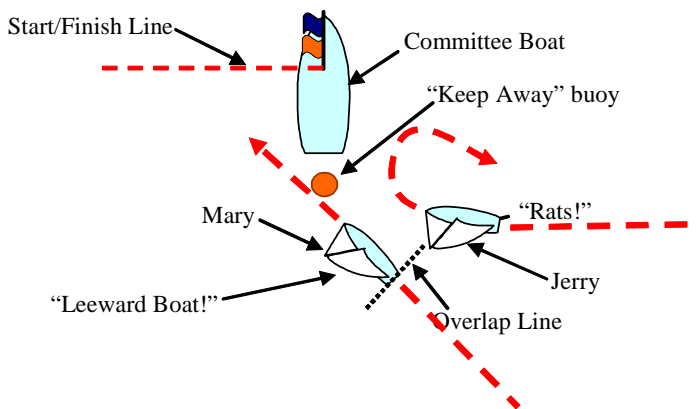
Whatever happened to the barging rule?

The so-called "barging" rule was deleted because the situation was already covered by another, more basic rule. Rule 11 covers "barging" and a boat shall be protested for breaking the rule.

## Barging is STILL illegal!

Rule 11: On the same tack, overlapped

"When boats are on the same tack and overlapped, a *windward* boat shall *keep clear* of a leeward boat."



In this example, Mary is close-hauled and headed for a start just clear of the committee boat and the "keep away" buoy. Jerry may or may not be close-hauled, but he is in trouble. Under Rule 11, Jerry is bound to keep clear of Mary. Jerry has no choice but to "bail out" as shown, or to reduce speed and start behind Mary. Anything else may result in a collision. PS: There is no requirement for Mary to hail, Jerry must keep clear regardless.

RRS 18.1 "room at a mark" does not apply.

Note: Jerry went skiing and sent this article in lieu of his treasurer's report. Anyone wonder why?

*Jerry Haller*

## Cruising



This has been the longest winter that I can remember. I guess we are paying the price for no hurricanes last year. It's a price I will gladly pay. By the time you read this, the Mystery cruise will have taken place. As I type this up, I have 19 boats signed up for all or part of the cruise. I am happy to see that cruisers are joining our club cruises even if they can't do the whole cruise due to other commitments. I think this speaks well of our program (or the desperation to go cruising) and feel no one should feel bad about joining a cruise and dropping out when they need to. Better a little cruising than none at.

Bob and Mary Anderson have graciously volunteered to captain the Englewood cruise. Email me if you would like to join. Also, signup for the spring cruise beginning April 17, and running until whenever, by email at [pgsccruising@comcast.net](mailto:pgsccruising@comcast.net) or at the next meeting.

In other news, we are moving the Palm Island Cruise to August. The reason is a change in the date of Marina Days at Fisherman's village. Since we are sailors and known for being cheap, we can't pass up free slips that weekend (June 11, 12, and 13). As I understand the procedure, we will be able to reserve as many slips as we can on a first come first served basis. No quota this year for each club and it's a 2-night stay (Friday and Saturday). As soon as I know when we can start making reservations, I will email everyone on the cruisers email list. If your name is not on the list, email me a request to be added at [pgsccruising@comcast.net](mailto:pgsccruising@comcast.net).

Finally, Chuck Barnes and I have contacted the Best Western about installing a dock ladder so that we don't have to take a roll in the bird poop on the way in to the restaurant, and then drop in the dark to our dinghies (after 'two for ones') when returning to our boats. The manager was very receptive but needed to run it by the owners who were coming to town shortly. I should have a decision by Friday the 26<sup>th</sup>. I'll let everyone know the results via the cruisers email list.

Kewl website of the month: <http://www.seafaring.com>

*Frank Cushing*

### **National Marina Days**

#### **Fisherman's Village Marina**

Fisherman's Village Marina will celebrate 2010 National Marina Days on June 12th and 13th by offering two nights free docking on Friday and Saturday nights. While they cannot guarantee to place boats together, approximately 70 slips will be made available on a first come, first serve basis. Group reservations will not be accepted. They ask that individual members call 575-3000 or 575-3056 to reserve slips.

The Isles Yacht Club will be sponsoring a boaters mixer on Friday night, and lunch will be available on Saturday for a nominal charge. In addition, an out of the water boat show is planned, as well as an exhibit by Mote Marine. Entertainment will be provided by Jimmy Parish and The Ocean Waves Band. Get your reservation in early to insure that you don't miss out on the fun.

*Gary Gunsher*

## Good Bye From Judy



One week ago this past Saturday, family and friends gathered at the Elks Lodge to celebrate the life of our friend, Judy Tessier. As expected, the turnout was huge. It was no surprise, either, that most people stayed until the end. Judy always knew how to make sure that her friends had a good time. She was the perfect hostess and this day was no different.

Over the past weeks, the number one question we all had for one another was "How is Judy doing?". It didn't need to be said that she was a good friend; not just to a select group, but to everyone.

Joe told us that, occasionally, Judy would go out for breakfast rolls or donuts and that she would always buy more than they could eat. Later, she would take what they had left to the homeless shelter here in Punta Gorda. She will be missed there as well. Isn't ironic that the one thing Judy had so much of, finally gave out? Perhaps it's because she gave so much of it to everyone else.

About a year ago, Judy sent the following story and poem to her good friend B.J. Fox. B.J. read the poem to us at Judy's celebration. As we listened to B.J., it was impossible not to hear Judy speaking to all of us.

*I overheard a mother and daughter in their last moments together at the airport. They had announced the departure.*

*Standing near the security gate, they hugged and the mother said, "I love you and I wish you enough".*

*The daughter replied, "Mom, our life together has been more than enough. Your love is all I ever needed. I wish you enough, too, Mom".*

*They kissed and the daughter left. The mother walked over to the window where I was seated. Standing there I could see she wanted and needed to cry. I tried not to intrude on her privacy but she welcomed me in by asking, "Did you ever say good-bye to someone knowing it would be forever?"*

*Yes, I have," I replied. "Forgive me for asking, but why is this a forever good-bye?"*

*"I am old and she lives so far away. I have challenges ahead and the reality is - the next trip back will be for my funeral," she said.*

*"When you were saying good-bye, I heard you say, 'I wish you enough'. May I ask what that means?"*

cont'd

*She began to smile. "That's a wish that has been handed down from other generations. My parents used to say it to everyone". She paused a moment and looked up as if trying to remember it in detail and she smiled even more. "When we said, 'I wish you enough', we were wanting the other person to have a life filled with just enough good things to sustain them". Then turning toward me, she shared the following as if she were reciting it from memory.*

*I wish you enough sun to keep your attitude bright no matter how gray the day may appear.*

*I wish you enough rain to appreciate the sun even more.*

*I wish you enough happiness to keep your spirit alive and everlasting.*

*I wish you enough pain so that even the smallest of joys in life may appear bigger.*

*I wish you enough gain to satisfy your wanting.*

*I wish you enough loss to appreciate all that you possess.*

*I wish you enough hellos to get you through the final good-bye.*

*She then began to cry and walked away.*

They say it takes a minute to find a special person, an hour to appreciate them, a day to love them but then an entire life to forget them.

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TAKE TIME TO LIVE...

To all my friends and loved ones,  
I WISH YOU ENOUGH

*Judy*

## ***A Dangerous Place In A Safe Harbor?***

Anyone who has been to Bert's Bar in Matlacha knows of the dangers that lie there. Actually, I'm not referring to Bert's (though there are a few hazards there too) but rather to the small anchorage that lies just off a row of barnacle encrusted docks that make a great picture of an old Florida fishing village, but lurk as an ominous threat to the gelcoat of any boat that finds itself too close for comfort.

The wind direction was forecasted out of the east, a perfect direction to sail down the harbor to # 6. So, it was an easy decision to make Matlacha the destination for the first day of our ***Mystery Cruise***. The wind never built to the 10 to 15 that was predicted, but we still sailed all the way and at times it was great (actually, after all of the cold weather we've had, everyone was so glad to be out on the water that you would have to have pretty high sailing standards to be disappointed). By the time we got to the markers leading into Matlacha, the wind had picked up and we hated to take the sails down.

There were ten of us (boats) in our flotilla, and as we scouted for a place to drop the hook, we were kind of glad that there were only ten and not the nineteen that originally signed up. Matt and Sue Alaimo told me on one of our first cruises that 7 to 1 scope is their minimum standard when anchoring and I have always heeded that advice when possible. But ,it's not easy to do here unless you've got the anchorage to yourself and we've never had that luxury (and it wouldn't be as much fun).

A Happy Hour was scheduled at Bert's for 4:30p.m., so most of us showed up at 4:00p.m.(they've never run out of beer, but why take a chance?). There was a fishing tournament there that day, and I guess those guys like beer too, because the place was packed. We spread out to stake our claim on as many tables as we could and were able to reserve seats for the few stragglers.

The band was better to listen to than to look at, and the good times began. Has anyone ever been to Bert's when it was packed with locals, fisherman and sailors and not had a good time? Needless to say, we were well hydrated and well fed when we got in our dinghies and headed back to our boats.

Is there anything better than relaxing on your boat at anchor? Listen to a little music, read a little and then hit the hay. That was our routine and it was just that good until.....

I can't remember when exactly it began, but sometime (maybe 1:30 a.m. or so), the wind had picked up enough that we were awake. In fact, it had picked up a lot (we could tell by the way our boat was lurching and sailing on our anchor)! Having been in these conditions before, I got dressed so that I could sit in the cockpit, ready to start the engine if our anchor failed to hold (right then, I was thinking that 7 to 1 scope might not be enough and I knew I didn't have that).

When I got to the cockpit, I saw that I wasn't the only one awake and ready to take action if necessary. Bill on *Sophie's Rose* and Barry on *As You Wish* were on alert as well. Then I saw the most frightening site of the night. *Sea Lark* had dragged anchor and was attempting to move away from the perilously aforementioned barnacle encrusted docks to re-anchor. The wind was so strong out of the southwest and the waves were so big in the shallow anchorage that they were having a

## ***A Dangerous Place In A Safe Harbor?***

(Cont'd)

difficult time controlling the boat to get the anchor down. It would be a challenge to do this in daylight (as I was to find out later); the dark of night made the mission even more difficult and added an element of danger. Fortunately, Barry Davis on *As You Wish* had a high powered spotlight that he directed to the foredeck of *Sea Lark* so that Chuck and Sandy could see to work. At one point, Chuck had to go forward to help Sandy and they were abeam to the sea, headed for the docks or the bridge, I couldn't tell which, but it didn't look good. What a helpless feeling for those of us watching this ordeal unfold and a frightening one for them. Chuck got control of the boat and headed away from the danger of the lee shore (he later told me that his engine had stalled and that with no time to spare, he had to wait a few moments before restarting his engine). After what must have seemed like an eternity to them, Chuck and Sandy were able to re-anchor, the wind settled down and everyone breathed easier and we were all thankful that no one was injured and that no damage was done.

The next morning, we hiked to the *Perfect Cup* for breakfast. I think that everyone who had been at Bert's the night before was there because this place was just as crowded (and just as good!). Fortified with coffee and eggs, we headed back to our boats to weigh anchor and follow the winding channel back to the harbor and begin our sail to our destination for the day, Pelican Bay.

By the time we got back to our boats the wind had picked up; it was breezy and building. We had stopped to talk to the bridge tender on the way back from breakfast. She told us that she would begin openings at 10:30a.m., and would let 3 or 4 boats go through at a time.

Back on board, we made ready to leave. Our engine was running, instruments were on and the chart plotter was acquiring satellites. I went forward to haul in the anchor while Pat helmed the boat and attempted to steer in the direction of our anchor. For us, this usually involves going forward, shifting to neutral while I haul in the slack until the boat is blown back or to one side or another and the rode is taught again. Then she puts it in gear and we repeat the routine. Depending on how strong the wind is, it may take a few repetitions of this routine before the anchor is up, and we always vow to get those headsets with microphones so that we can communicate without hand signals (only rarely are they obscene).

With the anchor up, I returned to the cockpit prepared to head for the bridge which was just beginning to go up, when I noticed smoke coming out of my exhaust and very little water. I headed out and away from those *aforementioned barnacle encrusted docks* and soon decided that I needed to shut down the engine and get the anchor down. I'm not sure which happened first, but after some frantic urging, Pat dropped the anchor as the wind (which had continued to build) blew us toward an undesired rendezvous with Bert's. It seemed like our anchor was holding, so I went below to check my strainer and impellor. *Charlie's Angel* offered to wait on us, but we assured them that we would be OK and sent them on their way (they couldn't have done anything, anyway, but watch helplessly along with the crowd that later gathered on the dock to watch what could have been an episode of *Accidents At Sea*).

The strainer had very little grass in it (not enough to restrict the water flow to almost nothing) so, having experienced this problem before, I disconnected the hose to the strainer, opened the seacock and got....no water. Probing the hose with my finger, I retracted grass that resembled a hairnet. Opening and closing the seacock flushed the rest of the grass out, and I reconnected the hose. I thought that to be safe, I should check my impellor, even though I would have to remove my water pump to do it.

(cont'd)

## ***A Dangerous Place In A Safe Harbor?***

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Before digging into the water pump, I poked my head out the companionway to get a look at what was going on out there. There they were! The *aforementioned barnacle encrusted docks* appeared to be within a boathook's reach of the stern of CSCape. Forget the impellor. I vaulted into the cockpit, started the engine, took a quick look to see that we were pumping water and clawed our way away from the *peril of Matlacha*.

Now the routine of hauling up the anchor began again, only under considerably more difficult conditions. To make it even more of a challenge, when we motored toward our anchor, we were going parallel to the docks instead of away from them. Then the wind (remember it's coming out of the south) would catch the bow and rip the rode that I had retrieved from my hands before I could cleat it off. When this happened, our only recourse was to turn toward the same docks that had threatened *Sea Lark* in the early morning hours, doing a 360 degree turn to head toward our anchor, retrieve some rode only to lose it again as the wind took control of our boat. We made about a half dozen of these failed attempts as a crowd (ok, maybe 2 or 3) of people watched; no doubt taking bets on whether or not we would end up on the *aforementioned barnacle encrusted docks*.

Finally, our perseverance (motivated by overwhelming fear) paid off and we were able to retrieve our anchor and head for the bridge. The bridge tender had witnessed our struggle and had the bridge open for us. I finally breathed a sigh of relief, knowing that once we got through the bridge, with the wind at our stern we could sail out to the harbor if our impellor failed. It didn't and once in the harbor we sailed to Pelican Bay in winds that gusted close to 30 knots. Sailing with only our headsail rolled out to about 120%, we sailed as fast as we ever have without surfing down a wave, hitting 8.2 knots. Why can't I do that on race days?

As it turns out, *Sea Lark* and *CSCape* both were victims of grass. Chuck said they pulled up a pile of grass on their anchor that was as big as a small hay bale. So, I guess that the lesson to be learned is that if you go to Bert's Bar by boat, enjoy the band, the food and being with your friends. But, if the wind comes up out of the south, sleep with one eye open and be prepared to move quick. Oh, and try to stay off the grass!

*Barry Nielsen*

### ***Stories Needed***

### ***Earn Big Money!***

Well, the first part is true. Seriously, almost everyone has had a boating experience that would be worth sharing. It could be entertaining, instructional or both. Think about it and submit your story or article to [NewsEditor@pgscweb.com](mailto:NewsEditor@pgscweb.com).

# Member Ads


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1978 Tartan 27II, classic design; GOOD CONDITION; in boom furling Main; 2 furling Genoas; new paint w/gel coat; Edson pedestal wheel steering; dock-side power; carry on a/c; shoal draft w/ centerboard-3ft3in to 6ft3in; new interior cushion covers; new plexi-glass companionway boards; fully equipped; new battery; rebuilt trans;12 hp diesel ---Runs Great! \$12,000 OBO, 941-426-4969

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**FOR SALE: DESERT FOX 2...**

**2002 HUNTER 340 EXCELLENT RACER/CRUISER;  
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BOAT OF THE YEAR here in Charlotte Harbor; Modern Design; Walk-through Transom w/large Swim Platform; large Lazerettes; lots of extras: Raytheon VHF Radio; Raytheon GPS 435 color chart plotter; Raytheon Autopilot ST4000 & ST40 Speed, Wind, and Depth. JVC KD-S550 40X4 CD/AM/FM Radio. Speakers in console; Charger/Inverter 1000Watts; Rigid Boom Vang; Batteries: 2 Group 29 (12 Volt) & starting 24; Dodger and Bimini Cover; Cockpit Seat Cushions; Stern Seat Cushions; Gori Folding Prop ; Yanmar 27 Diesel well maintained; Steel Arch with Traveler; Sails: Main, 110 Genoa; Lazy Jacks; LPG Stove w/Oven; Microwave; Double Sink; Corrian Counters; Air Conditioning/Heater; Fire Extinguisher; Cockpit hot and cold water; Solar Panels. Call Roger Rommel at 941 505 6941

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