

TELLTALES

GRAYHAVENSAILCLUBDETROIT.ORG JANUARY 2010

FROM THE EDITOR:

Welcome to the Grayhaven Sail Club of Detroit January Newsletter.

Congratulations to the newly elected officers and board of Directors.

Commodore Harold Weaver (2nd year)

Vice Commodore Ray Litt

Rear Commodore Ken Leonard

Member at Large Virginia Papin

Member at Large Ellen Lewis

Member at Large Carl Simmons

Member at Large Betty Hill

The Commodore has asked Carol Litt and Harry Jones to continue their roles as Treasurer and Secretary, respectively.

Get well wishes go out to Virginia Papin and Judy Jones (Harry's wife). Both are recovering from recent medical procedures.

In this issue you will find encouraging thoughts from our Commodore and Vice Commodore; upcoming events from Membership Chair Virginia Papin; words from our Treasurer Carol Litt; more "**ON YOUR TERMS**" from Past Commodore Dan Papin; a new series of articles submitted by any members under the heading "**ADVENTURES IN SAILING**" with the first article being submitted by Carl Simmons, and my new series "**WHY I SAIL**," wherein I'll profile a different club member in each newsletter.

The Commodore and I have been attending several Commodores' Balls - Toledo Yacht Club, Port Huron Yacht Club and DYC, and look forward to representing GSCD at several more before spring. A couple of events I'd like to tell you about that are coming up that you might find interesting are: March 12th Northstar Sail Club is hosting an evening with Gary Jobson, a world class sailor based in Annapolis, a member of the America's Cup Hall of Fame and winner of many other awards. Tickets are \$15; contact Northstar Sail Club for tickets.

The other event holds a special meaning for me. Our own **Vice Commodore Ray Litt will be singing with the Rackham Choir on Sunday, March 14th at 3pm at Metropolitan Methodist Church in Detroit.** Most of you have heard Ray sing, but you really don't want to miss this performance. Part of the proceeds from ticket sales will be donated to my employer the Capuchin Soup Kitchen. Please, call Ray about tickets!!!

Tanagra Weaver
Editor

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FROM THE COMMODORE:

January is ending and the days are beginning to get longer. This is going to be a great year for our club. The Board of Directors and the Committees have already begun making plans. **The first Quarterly meeting is scheduled for Saturday February 20th. Watch for an email from Vice Commodore Litt for more details.** And the 52nd Annual Detroit Boat Show will be February 13-21 at the Cobo Center in Detroit.

The Winter Lecture Series sponsored by the DRYA have been interesting again this year. I missed the opening session due to "Lady T" being under the weather. But it was great to see many of our Board members at the second session – Harry Jones, Ken Leonard, Carl Simmons, Ray & Carol Litt and both Tanagra and I. Again, I encourage you to attend some of these sessions. It helps keep GSCD faces out there, gives you the opportunity meet and talk to more sailors and allows you to visit some of the area clubs. If you are interested in racing, these sessions are also a great place to meet someone who could use another hand at crew. The DRYA Calendar link is on our website. Try to attend some of these meetings for the valuable information. Sessions are every Wednesday from 7pm to 9pm. **Of special interesting to those thinking about buying a sailboat, the February 17th session is on "Purchasing a Used Sailboat" and will be at DYC on Belle Isle. Another good one for new (or seasoned) sailors is on March 10th at Ford Yacht Club on "Cruising the Great Lakes and North Channel."**

I'd like to welcome those new GSCD members voted in at the November Annual meeting: Rose Parker and the family of Anthony Kee, Dee Thomas and our first student member, their daughter, Adrienne Thomas. I'm looking forward to what plans the Membership Committee has for bringing in more members this year and also to help them get the most out of their membership.

The Trips and Events committees will also be meeting soon to plan many activities on land and in the water. As I think back on past trips GSCD has taken to places like Boblo Island, Cove, Leamington, Rondo Bay, Belle River, Port Huron, Lexington, Grand Bend, and many others, I am anxious to hear from you members, on where you would like to sail in 2010. I also am looking forward to what the Events Committee plans for us as well. Watch for emails from these two committees for planning meeting dates.

GSCD members have been invited to visit many other clubs in the area either by land or by water. Some of these include Port Huron Yacht Club, Ford Yacht Club, Edison Boat Club, Crescent Sail Yacht Club and the Toledo Yacht Club. Don't forget that with your GSCD membership comes a reciprocal invitation to visit other clubs on your own.

Look for more changes to our Website. **Secretary Harry Jones and Webmaster Debbie Stuart** (the Litt's daughter) are working together to continue improvements to the site.

Harold D. Weaver
Commodore

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FROM THE VICE COMMODORE:

A new title (Vice Commodore) means that I have to be more informative, less casual – and more Flag-like. I appreciate the opportunity of serving in the second Flag position and will try to live up to the responsibility.

Here are some of the activities which I hope to promote to provide an exciting experience for all of our Grayhaven Sail Club of Detroit members.

- Create an effective program with the Coast Guard to inform high school students of the opportunity to be selected to attend The Coast Guard Academy
- Act as facilitator for members who are not boat owners to sail with boat owning members
- Help organize another “Sail Out”
- Support the Commodore in organizing and running informative meetings
- Actively work with Challenge the Wind in the area of student recruitment and effective governance
- Assist Art Campbell, Trip Chair again this year, in trip planning and implementation
- **Support Rear Commodore Ken Leonard and Past Commodore Dan Papin in helping members obtain their NEXUS documentation at the February Quarterly meeting**
- Actively seek new members.
- Plan and implement another successful year end holiday party

I know this is a big list and it will keep me busy. I’m sure I will get lots of support from all of our members thereby making it do-able.

Yours for a great sailing season,

[Ray Litt](#)

Vice Commodore

Boat U.S.

(Boat Owners Association of the United States)

Grayhaven Sail Club of Detroit has a Cooperating Group Agreement with Boat U.S. During the past year, because of this agreement, many of our members enjoyed the reduced Boat U.S. membership of \$15, half the regular annual dues rate.

If you do not already have your membership, contact the Commodore or Treasurer for membership literature.

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FROM THE MEMBERSHIP CHAIR:

The Membership Committee met on January 17th at Ellen Lewis' house. The committee consists of Gwen Gipson, Lynne Behrens, Ellen Lewis, Tanagra Weaver and myself. We were please to also have input from Charles Gipson and Dan Papin, even though they were not on the committee. Our meeting focused primarily on outlining a "New Member Orientation" which will help our members get the most from their membership.

The Member Orientation will be held on Saturday afternoon, March 27th at Ellen's house. There will be lots of conversation, information and refreshments – and maybe gifts. We invite GSCD Flag Officers to attend and briefly explain to new members what the responsibilities of a Flag Officer include.

Watch for invitations to the Orientation in your mail soon.

In addition, we are planning a member recruiting event to be held possibly in May. Also, one of the Capuchin Friars who Tanagra Weaver works with has graciously offered to perform a "Blessing of the Fleet." More information will be sent to all members regarding these two items in April.

[Virginia Papin](#)

Board Member at Large
and Membership Committee Chair

FROM THE TREASURER:

Happy New Sailing Year to all of you. 2010 is off to a good start, with 21 of our 2009 members, one former member and 4 newly accepted members paying their dues so far. (Making a total of 26) And--we have our very first Youth Member--the young lady student sailor from last summer.

2010 dues are due now. I will email/snail mail dues invoices and/or membership info to you upon your requests at: carol2311@aol.com or cell phone 313 549-8788. Of course, I will be at the February Quarterly Meeting on Saturday, February 20th.

I'm looking forward to our annual mid-winter gathering. — Can April be far behind??

[Carol Litt](#)

Treasurer

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LOGO CLOTHING ITEMS

There is a link on our website to order embroidered GSCD logo clothing. You order on-line (any size or color) and pay by credit card; the items are shipped directly to you.

To order, click on the link for “Logo” items; click on the “t-shirt”, then **enter our user name and our password**. (If you don’t remember our user name and password, please contact me at (313) 802-6002 or tweaver@cskdetroit.org and I will email it to you.) This will take you to the page where you select the item category you want. There are numerous items shown under each category.

Item categories include: **Adult t-shirts, men’s & women’s polos, men’s & women’s jackets, blankets & throws, men’s & women’s long and short sleeve shirts, sweatshirts, caps, bags, pullovers/wind shirts (fleece), vests, youth wear, and Nike clothing.**

ON-HAND ITEMS, available for purchase at all GSCD events

| | |
|-------------|-------------------------------------|
| Burgees | \$25 each. |
| Cuzzies | \$2 each |
| Lanyards | \$1 each (limited supply available) |
| Travel Mugs | \$15 each |

We are out of hats and currently searching for a new supplier. Contact me if you know where we can get a good deal.

[Tanagra Weaver](#)
Chandler

On Your Terms

[Dan Papin](#)
Past Commodore

[Sails – old and new.](#)

Welcome to the second edition of “On Your Terms.”

You say you missed the first issue? Check with our Editor for a copy of the Summer 2009 issue of [TELLTALES](#), or call me.

In the last issue I talked about parts of a sail. Here are a few more terms I am sure you will find useful.

- Head – the top of the sail
- Halyard – the line that moves the sails up and down
- Tack – the bottom front of the sail

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- Shackle – the “U” shaped part that holds the front of the main to the boom. This part also holds the headsail to the head stay or furler.
- Clue – the bottom rear of the sail.
- Line – the rope that is attached to a boat
- Aft – toward the rear of the boat
- Batten – these are pieces of round or flat plastic that are put inside pockets sewn into the main sail. The pockets are usually parallel to the horizontal panels of the sail and are there to help the main hold its shape while the boat is under sail
- Sail Ties – these are pieces of material about 1 to 2 inches wide and 3 to 8 feet long (size depends upon the size of the sail) and are used to tie the main sail to the boom after sailing

A shackle is attached to the clue of the main. A line is attached to the shackle to control the main’s movement forward and aft. (This line is called an “Out Haul.”) Two lines are attached to the headsail clue. They control the headsail’s movement forward and aft. (These lines are called “Sheets.”)

Batten, line, halyard, clue - so enough already with the terms! How about what a sail does and how it works?

Think of a sail as an airplane wing – only the wing is vertical instead of horizontal. As the wind passes the wing/sail a vacuum is created on the forward area of the sail. This vacuum pulls the sail and anything attached to it forward. “Walla,” the boat moves.

New sails – old sails – not so old sails. These are phrases most of us have used or heard. In general there are reasons to up-grade your sails. As they get older, their center of effort moves aft. The “center of effort” is the curve of the sail. This causes the wind to not pull the sail forward as efficiently. Also, it causes the boat to heel more than it should under given conditions. (To “heel” is to “lean over.”)

A sail’s life is from 6 or 7 years to about ten years. Sails are made out of Dacron, Vinyl, Kevlar, Carbon Fiber or a combination of these and other materials. Sails can be repaired or replaced with used or new sails.

Well, I hope you have enjoyed reading this as much as I did creating it. Until next time, this is PC Dan Papin with, “On Your terms”.

Comments welcomed.

Adventures in Sailing,

[Carl J. Simmons](#)

Board Member at Large

This past fall I was with two other sailors; one with 30 years experience, an untrained novice in the cockpit, and me at the helm. Immediately behind me was the main sail line locked in its clutch.

Sailing out of the Middle Channel at Harson's Island toward our shore, the Genoa and Mail Sail were up when I glanced to left and saw the white caps increase and within seconds the boat was hit by a burst and heeled over and the rail was in the water. I saw feet on deck looking like a fork pointed to the Starboard. I time only to yell, "Hold on." I released the main and the boat started to round up naturally into the wind. I let the main sail line out and stopped its movement just before the sail made contact with the spreader. This would have torn the sail if it had gone any further. Then I pointed the boat into the wind. The helm locked at max turn and the boat came to a dangerous stop. I turned the helm wheel back a half a turn and the boat slid forward.

The only problem was another burst hit and we had lowered the Main Sail. The Genoa was still up and we heeled over again. We lowered the Genoa, headed into wind, swung around and back to our heading. We started the motor and traveled back to the mouth of the Clinton River. No one was injured and the boat was ok. We even had fuel to get back. I remember when we were motoring out on the River; the Coast Guard was coming in. Yes, there were storm warnings that day. This was an exciting experience I will always remember. It was made even sweeter when the 30 year veteran owner came over to me and shook my hand. He said I had done a great job and that he could not have done it any better. We pulled into the dock and tied up the mooring lines.

Remember when sailing to always arrive early and chart a plan each time you travel across Lake. And listen to the weather reports before leaving the dock.

Why I Sail

In last summer's issue of [TELLTALES](#) I wrote about my plan to interview various members of GSCD. This is my inaugural article and who to better begin with than our Commodore Harold Weaver. (O.K, he was the easiest to pin down since I'm married to him.) I prepared several questions that I thought would generate some interesting thoughts and conversation. So I hope you enjoy this.

Harold's first foray into boating was in 1973 when his Mom gave him a 17ft Thompson which was in dire need of repair. He spent the summer rebuilding it and finally took it out on the water. He's been boating ever since. However, it was not until 1995 that he

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began sailing. After several years of invitations and refusals, he finally went out one Sunday with Bob Carrington and Cliff Papin on **Take Stock**, Bob's 29 ft C&C. It was different from power boating but he enjoyed it. That same day Cliff asked him if he would like to go out with him the following Tuesday to race Cliff's 27 ft Mirage. Having a love of driving sports cars and motorcycles, Harold took to racing like a duck to water. From then on you would find him racing every Tuesday evening for about ten years.

About three years into racing, Cliff invited Harold to assist Dave Palmer with the Junior Sail Program – now called Challenge the Wind. After helping Dave for a year, Harold took the U.S. Sail instructors course and test and became a certified sail instructor. After getting his certification, his Tuesdays were spent teaching young people during the day and racing in the evening.

Harold purchased his sailboat **Chargwn**, a 1980 Hunter 29.9, in 1999 from fellow GSCD members Gwen & Charles Gipson. If you ask people why they purchased a particular boat, you will get many answers. Harold, who is 6'2", said he liked **Chargwn** because it was the only boat he'd been on that had enough head room in the cabin that he could stand up comfortably in it. Also, he could sail it single handed.

Harold says that when he's sailing, he feels like every hour behind the wheel adds a few minutes to his life. It is so calming – most of the time. When the wind fills the sails he feels the beauty and grace of movement, and, of course, the speed.

Knowing how sailors enjoy telling "tall tales," I asked Harold what was his favorite sailing story. It took him a while to decide which one to tell. Finally he settled on telling me about the first time he captained a boat in a race. It was the Windsor series and Cliff Papin could not make it down for the race. Cliff told Harold to take the Mirage out for him. Harold remembers (*here there was a long pause while he remembered that he wasn't supposed to embellish the story*) that the winds were blowing about 10-15 knots. He remembers the crew doing their tacks back and forth before the start and that they made the start perfectly on time. They led the fleet right from the start and won their class. No other race felt as good as his first race as captain.

Finally, I asked Harold what advice he had for those contemplating sailing. He didn't hesitate to answer. "Go out as often as you can, and on as many types of boats as possible." He also said you should help boat owners with spring launch and winter lay up. These experiences are just as important as actually sailing.

Tanagra Weaver
Editor