

*Sailing  
Singles*

*of Southwest Florida*

2030 SE 14<sup>th</sup> Ter  
Cape Coral, FL 33990





## **April 2010**

Fellow Sailors;

Since this is April Fools month I have to start with some news of a different sort. Due to recent happenings with the club it has been decided that the club will be disbanded after this season. I want to wish everyone good luck in their future endeavors.

Also if you believe the previous paragraph I have some swamp land I would be happy to talk to you about. April Fools! Take care and enjoy what sailing time we have left this season

Fair Winds To Ye All  
Ken Schneider, Editor.

## **Who's Who**

Commodore:	Jan Hladik
Vice Commodore:	Darlene Kittinger
Secretary:	Barbara Rumpolt
Treasurer:	Joan Kachel
Directors:	Chuck Gallagher George Cuic
Membership:	Diane Eisenhower
Cruise Committee Spokesman:	Deena Kirkey
Telephone:	Paul Moran
Newsletter Editor:	Ken Schneider
Website Editor:	Ken Schneider
Heads Up:	Ken Schneider

## **Upcoming Events**

### **Sailing Events:**

04/10/2010	Day sail – Captains Choice
04/24-04/25/2010	Annual Half-Fast race on 4/24 with an over night at picnic island and a day sail on Sunday 4/25 before returning to port.

Also posted on <http://www.meetup.com/Sailing-Singles-of-Southwest-Florida/calendar/>  
Sign up at [meetup.com](http://www.meetup.com) for automatic notification or check the site often for changes.

### **NON-Sailing Events:**

04/02/2010	Happy Hour @ 5 PM Harbourside at <b>Marinatown, Nt. Ft. Myers</b> Hancock Bridge Parkway west of 41.
04/15/2010	Business meeting at Bonita Bill's starting at 7:00pm

## **Commodore's Corner**

Wow!! The year certainly has flown. We are at election time again. With our bylaws, members must be present at the meeting to cast a vote. The nominating committee has presented a candidate for each elected position. Nominations will be accepted from the floor. If you are planning on nominating someone, please ensure that they are willing to accept the nomination. There are potentially major changes coming in the way the Club is operated and business is conducted, so it is very important that all members make it a point to attend the April meeting.

### **Candidates are:**

**Commodore:** Ann Liberman

**Vice Commodore:** Joan Kachel

**Secretary:** Harold Fleming

**Treasurer:** Gayle Nathan

**Membership:** Diane Eisenhower

**Director:** George Cuic and Clarence Yahn

**Sailing Coordinator** (cruise director): Mary Burch.

**But a Club is not made up of just officers, everyone needs to actively participate to make it a viable organization. Let's all join in and be a part of the planning and activities to make the Club the best it has ever been.**

**Jan Hladik, Commodore**

## **Happy Birthday!**

Les Emery	04/04	Wyatt Evers	04/04	Bonnie Grigg	04/11
Monty Iococelli	04/14	Bob Hammer	04/22	Glenn Tomlinson	04/24
Ken Schneider	04/26	Chuck Gallagher	04/29	Glenda Whitley-Savat	04/30

## **New Members,**

Remember give a warm welcome to our new member.

## **Interesting reading,**

This month's internet news you can use:

**[Photos and Video of the 49er Worlds](#)**

**[More articles can be found on our website http://www.sailing-singles.net](http://www.sailing-singles.net)**

## **Crews Corner:**

### SAILING SCHEDULE FOR 2009/2010:

There will be a number of impromptu day sails during each month announced through "Heads Up" messages as their time nears. Room will naturally be limited for the overnight trips so be sure to contact Deena Kirkey in order to have your name placed on the list for consideration.

CALL: Deena Kirkey AT 267-4982

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**ENJOY OUR SAILING EXCURSIONS!!!!**

## **Lost & Found:**

If you have lost anything at one of gatherings or found something let me know and I will add it here.

## **Classifieds:**

If you are a member of the club and have a nautical item to sell please contact our commodore to get approval to place your ad in our newsletter classifieds.

## **For Sale:**

## *Member Notes,*

**“From Canadian Sailing Vessel To French Navy Frigate”. (Warship)!**

**By Ann Lieberman and Jocelyn Erickson (S/S/C sailing buddies!)**

**DEPARTURE:** On March 5th we left Fort Myers to fly to St. Thomas (USVI) via Fort Lauderdale. Once in St. Thomas, we enjoyed a West Indies dinner-buffet along the candle-lit beach front of Best Western. After a good night's rest we sallied forth by the ferry to Tortola (BWI) and cleared Customs without difficulty. A taxi was necessary to get to the far east end of Tortola, onto Trellis Bay ferry to Marina Cay where we would meet with Captain Vern Ruskin of Vancouver, B.C. (our skipper). We clambered ashore at Pusser's Island Resort, (Marina Cay), and met “Daniel”, first mate from Brisbane, Australia. Vern treated us to “Painkillers” (delicious light rum punch), then we dinghied, luggage et al, over the cross currents to s/v “Jolly Friends”, Vern's 42 foot Beneteau anchored in the bay. As a gift, we gave Vern a large “Rappala” lure, because he wanted to troll it behind the boat and catch a big fish for us. The four of us climbed aboard J.F. to meet Renee (also) from Brisbane, and the boat's cook, Suzanne from Great Britain and B.C., world travelers.

When it was time, we sailed to Virgin Gorda to clear customs, then set out on our exciting Caribbean adventure. Our 17 1/2 hour sail took us to "St. Martin/Sint Maarten" - (French/Dutch West Indies), sailing all night, non-stop. We arrived at midnight and Daniel dropped the hook under starlight. <”hooray! we didn't hit any boats!”>. However, sailing to this island was far from ideal. WHY? “because Mother Nature” threw 10 to 12 foot seas at us with high winds. Rough sailing; and the two seasick crew members disappeared below permanently while we watched for crab traps, trimmed sails and kept on course. The French side, St. Martin, has the impressive Fort Louis at the summit overlooking the bay, which is perfect for snorkeling there!), and Marigot, the island's busy capital. Dutch side Sint Maarten, can be reached by buses, or by dinghies via Simpson Bay; so away we went by bus to Phillipsburg, the capital of the Dutch side. (Other times we toured

by a dinghy). We waded in the mint blue water along the beach front, and visited the small shops, strolled along with throngs of cruise ship tourists. Our skipper took us to the Sint Maarten Yacht Club where the Heineken Regatta had just completed this year's famous regatta. (Last summer, Vern and Jocelyn sailed off to the side of the Heineken Regatta, on the French side). Huge boats paraded under the bridge before sundown. (One more reason to celebrate). St. Bartholemy was next, with that beautiful clear water so perfect for snorkeling! From there to St. Christopher, which is also dubbed "St. Kitts". Provisions were loaded on there plus fuel, and amazingly, three water tanks were filled, for only \$15.00. Now we were ready for the long haul to Guadeloupe.

"MYSTERY at sea"! By twilight most weekend boats had left our cove, and as we enjoyed our seafood dinner on deck, (no, Vern didn't catch the fish!); we observed a boat slowly approaching our anchorage with, of all things, a helicopter on the aft (upper) deck! There was much scurrying about on all three decks after they anchored, and it really looked suspicious! We hauled anchor to depart and slowly cruising around their stern, saw three persons carefully lowering a triangular shaped-object into the drink from the bow. Also, a strong silvery light illuminated (underwater) straight out from the stern. This boat really had our curiosity, but we forged on to Guadeloupe never to know if we had happened by an underwater exploration or (?) what?

Sailing to Guadalupe was an 18 hour overnigher. Waves rose high as we cleared pretty Nevis, dotted with sparkling lights against the darkened sky. We smelled the smoke of Montserrat, the volcanic island that had spilled molten lava down its sides a week previous, and again the wind became much stronger as we kept it off the nose. <We know now that we are seasoned sailors, because we survived wicked-awful rough seas and never complained!>

**NIGHT WATCH:** Vern and Ann stood watch until midnight, Daniel's watch was mid to 0300, and Jocelyn stood watch 0300 to 0700, adjusting the auto pilot when necessary and looking out for other boats. Night sailing is spectacular under a

canopy of stars and glowing phosphorous and creatures of the night! Before daybreak, we finally passed Montserrat with heavy clouds of black smoke hovering over the summit.

**GUADELOUPE:** This butterfly-shaped island brought us calm seas, lighter breezes and warm sunshine. We anchored in Des Haies, (pronounced "De-ay"), a small fishing village in the N.W. corner of Basse terre with colorful buildings, restaurants lining the cove; only French is spoken, and as in Pointe a Pitre, Grande Terre, (the other 1/2), only Euros are accepted. We rode modern air-conditioned buses between those towns, and Pointe a Pitre has a wonderful large spice market as well as the rambling fruit-vegetable market. Our last night was spent there at St. John Perse Hotel so we would be near the Pointe a Pitre Airport when it opened at 6 am for our return flights. So far away from home, with all stores and restaurants closed at 4:30 pm, we surprisingly found KFC for our "last supper".

**FOREIGN INTRIGUE:** Next to the hotel a huge grey ship was docked with a 'reception line' by the guarded gate. So it was necessary to inquire of its status. A tall handsome Frenchman in a silk suit with medals, immediately explained that the "Courbet" is France's newest steel clad radar-resistant Frigate (Warship), with missile launching capability. The purpose: To fight PIRATES!

Jocelyn asked: Dubai? (yes). When (Jocelyn) casually mentioned that her Aunt Marguerite Ann was WWII Navy Cmdr Ret'd, he introduced himself as Past Governor and Minister of Maritime Affairs Louis, then personally invited both of us aboard! We were the only civilians on deck with the French military as the French blue, white, red flag was lowered at sunset. Then with a parting thank you, he told us it was (his) honor to speak with (us), and important for him to tell us that he and France will never forget all of the American Military (many so young!) that gave their lives in WWII to save his country!" A very auspicious moment. Ann and I slept well that night, and at 6 A.M. (3/20) we were standing tall at American Airlines for flights to San Juan and Fort Lauderdale; then the drive across Alligator Alley. Great to be on ol' Terra firma U.S.A.! We had a blast!

Everyone! GO SAILING!!!! What a fantastic trip!

## Terminology from A-Z, This month we take a look at the letter “**T-V**”

### T

- **Tabernacle** – A large bracket attached firmly to the deck, to which the foot of the mast is fixed. It has two sides or cheeks and a bolt forming the pivot around which the mast is raised and lowered.
- **Tack** -
  1. A leg of the route of a sailing vessel, particularly in relation to *tacking* (*qv*) and to *starboard tack* and *port tack* (also *qv*).
  2. Hard tack: *qv*.
- **Tacking** -
  1. Zig-zagging so as to sail directly towards the wind (and for some rigs also away from it).
  2. *Going about* (*qv*).
- **Taken aback** – An inattentive helmsmen might allow the dangerous situation to arise where the wind is blowing into the sails 'backwards', causing a sudden (and possibly dangerous) shift in the position of the sails.
- **Taking the wind out of his sails** – To sail in a way that steals the wind from another ship. cf. overbear.
- **Tally** – The operation of hauling aft the **sheets**, or drawing them in the direction of the ship's stern.
- **Thole** – Vertical wooden peg or pin inserted through the gunwale to form a fulcrum for oars when rowing. Used in place of a *rowlock*.
- **Three sheets to the wind** – On a three-masted ship, having the sheets of the three lower courses loose will result in the ship meandering aimlessly downwind. Also, a sailor who has drunk strong spirits beyond his capacity.
- **Thwart** (pronounced /'θwɔrt/) – A bench seat across the width of an open boat.
- **Tingle** – A thin temporary patch.
- **Tiller** – a lever used for steering, attached to the top of the rudder post. Used mainly on smaller vessels, such as dinghies and rowing boats.
- **Toe-rail** – A low strip running around the edge of the deck like a low bulwark. It may be shortened or have gaps in it to allow water to flow off the deck.
- **Toe the line** or **Toe the mark** – At parade, sailors and soldiers were required to stand in line, their toes in line with a seam of the deck.
- **Topmast** – The second section of the mast above the deck; formerly the upper mast, later surmounted by the [topgallant](#) mast; carrying the topsails.
- **Topgallant** – The mast or sails above the tops.
- **Topsail** – The second sail (counting from the bottom) up a mast. These may be either square sails or fore-and-aft ones, in which case they often "fill in" between the mast and the gaff of the sail below.
- **Topsides** – the part of the hull between the waterline and the deck. Also, [Above-water hull](#)
- **Touch and go** – The bottom of the ship touching the bottom, but not grounding.

- **Towing** – The operation of drawing a vessel forward by means of long lines.
- **Travellers** – Small fittings that slide on a rod or line. The most common use is for the inboard end of the mainsheet; a more esoteric form of traveller consists of "slight iron rings, encircling the backstays, which are used for hoisting the top-gallant yards, and confining them to the backstays".
- **Traffic Separation Scheme** – Shipping corridors marked by buoys which separate incoming from outgoing vessels. Improperly called *Sea Lanes*.
- **Transom** – a more or less flat surface across the **stern** of a vessel. Dinghies tend to have almost vertical transoms, whereas yachts' transoms may be raked forward or aft.
- **Trice** – To haul and tie up by means of a rope.
- **Trick** – A period of time spent at the wheel ("*my trick's over*").
- **Trim** – Relationship of ship's hull to waterline.
- **True bearing** – An absolute bearing (*qv*) using true north.
- **True north** – The direction of the geographical **North Pole**.
- **Turn** – A knot passing behind or around an object.
- **Turtling** – The condition of a sailboat's (in particular a dinghy's) capsizing to a point where the mast is pointed straight down and the hull is on the surface resembling a turtle shell.

## U

- **Under the weather** – Serving a watch on the weather side of the ship, exposed to wind and spray.
- **Under way** – A vessel that is moving under control: that is, neither at anchor, made fast to the shore, aground nor adrift.
- **Underwater hull** or *underwater ship* – The underwater section of a vessel beneath the waterline, normally not visible except when in drydock.
- **Up-behind** – Slack off quickly and run slack to a belaying point. This order is given when a line or wire has been stopped off or falls have been four-in-hand and the hauling part is to be belayed.
- **Up-and-down** – A description for the relative slackness of an anchor chain; this term means that the anchor chain is slack and hangs vertically down from the hawse pipe.
- **Upper-yardmen** – Specially selected personnel destined for high office.

## V

- **Vang**
  - 1 – A rope leading from gaff to either side of the deck, used to prevent the gaff from sagging.
  - 2 – See *boom vang*.
- **Vanishing angle** – The maximum degree of heel after which a vessel becomes unable to return to an upright position.
- **V-hull** – The shape of a boat or ship which the shape of the hull comes to a straight line to the keel.

**Photo of the month:**

**Jocelyn  
and Ann  
spent some  
time on  
this vessel  
and had a  
great time.  
Read their  
story in  
this issue  
of our  
newsletter.**



If anyone has any pictures from any club outings and would like to have them added to our website send them (preferably on CD) to Ken Schneider and include which outing they are from.

Anyone that wishes to submit an article for a newsletter, please call Ken or send him an email at [newsletter@sailing-singles.net](mailto:newsletter@sailing-singles.net) . Any member can submit an article so if you have had an enjoyable experience feel free to share it with the rest of the members. And articles are not limited to sailing outings but can be from any outing with other club members.

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