



Happy Holidays to Everybody. The annual Christmas Dinner at the Club was a great success and I counted 65 people. More than at the Annual Dinner. Overflow crowd and some of us had to eat on the couches. Great turnout for a crummy weather day.

Since we get around here in the Binnacle I'll let you know that I heard from Wister Smith, some of you might know him. He brought a big (48' Cheoy Lee) up from New Orleans last year to his home at Pine Island. He said he was in Key West waiting for some weather before heading out and making the big turn to the Virgin Islands and the Caribbean for about six months. Had the mast stepped in Mobile.

Anybody heading out towards Panama should be aware there have been at least two murders and several robberies of cruising sailors in and around Rio Ducle in Honduras. This is very troubling because it's such a heavily traveled route by cruising sailors. From what I've read neither of the murdered sailors were armed. Both Canadian from what I've learned. This brings up a very controversial issue. Personally I would never go cruising in the Gulf without firearms. The old and still pretty good rule is to never let anybody on board that's not invited. In the recent murders the robbers appeared to be poorly armed thugs. Not high powered pirates. I always carried a stainless twelve gauge shotgun and a seven millimeter Browning with a scope. Never had to use either but I will tell you it annoys the Coast Guard when they board you. They want the weapons safed and one of the first questions they ask is if you have any firearms on board. But they won't be there when you need them in the middle of the night. At any rate just something to think about.

The first board meeting got off to a good start with a very useful working session. The board is listening to everybody's comments. And they are trying to ammend our programs to suit the members. There will be more crusing and destination events this year and more fun racing. Anybody who has any ideas talk to the board. If you want to organize a group cruise to Chattanooga or down to Bay Springs or Pickwick let's do it. When Zanni's first talked about bringing their boat here I asked them why not just sail it. After all that's what the boats were designed to do. And so Impossible Dream came on her own bottom from Charleston to Gunterville. So we should be able to get to Chattanooga or down to Bay Springs which is a really lovely place. I've proposed a fun race/cruise and overnight down to Goat Island or Hambrick Hollow and then back. Any interest? Hopefully the new breakwater will be finished by spring and that will make the City Docks a lot more attractive for overnighing. We hope to duplicate the really great barbeque we had down there two years ago for the Fourth of July events.

I still have no idea what everybody wants to see in the Binnacle. I will tell you that the most coments I get are about the technical things I've written about. I got quite a few comments about the theoretical hull speed discussion last month. So please let me know. And any stories, pictures, biographies, or more sailing mutts would be greatly appreciated.

Larry Bontrager has prooposed we do a little winter project on Navigation. I know probably nobody needs to do much navigating on the Tennessee River (although at night and once in the fog Judith and I have used DR to find buoys. If you all have any interest in a pretty simple primer in DR then let me or Larry know. sailorlarryb@live.com And you can always send your comments to the editor , that's me.... captainsterling@pollyannapress.net Have fun on the water and be safe. It's the 21st of December and 52 degress and blowing twelve. And Darn I took the engine off the boat to change the oil....



COMMODORE'S COMMENTS



COMMODORE DICK POTTER

For the December Binnacle.

From the Commodore

The weather couldn't be colder or inhospitable if it tried. I have not been sailing since the weekend after Thanksgiving and it looks like I am going to miss out on December for the first time.

However, all was warm in the Club House last Saturday for the Xmas Dinner and all thanks to Trish, Valerie and the Social Committee for a first rate feed.

Earlier that day, the new Board for 2011 met for its first formal meeting and immediately got down to planning a full program for next year. Based on the responses to the Vice Commodores questionnaire, the membership, on the whole is appears to be pretty well satisfied with the scheduled events other than a desire for more fun sailing activities such as raft-ups, cruises, and just fun races. So the Board is ready to oblige. In the coming weeks you will see a 2011 calendar that will start with regular second-Saturday-of-the-month dinners starting on February 12 and racing starting on Saturday, March 5. We will also be lining up speakers to discuss sailing activities, sailing techniques and racing particulars. A Sailing Class will start on Thursday, February 17 with on-the-water instruction the following Saturday and will last some 6 weeks, as before. The date for the Guntersville Cup, the Club's only open regatta, has been set for Friday, Saturday and Sunday, the 1st, 2nd and 3rd of April and the Autumn Challenge will be on Saturday, October 15.

As we go into 2011, I would like to wish all members the best for the Holidays and the New Year and, please remember, this is your Club. The Board is here to serve you by arranging the sailing and social activities that you want. So don't hesitate to let me know what you would particularly like and, in turn, I'll ask you to participate and assist whenever you can.

Dick Potter, Commodore



***Show Your Colors
Club Burgee \$25.00
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any board member***



Sailing and Race Planning for 2011

As you'll surely read elsewhere in this newsletter, we had great participation for our Christmas dinner at the clubhouse. During the event, I had an opportunity to talk to lots of you about sailing activities for next year. In particular, I talked to many of you active racers about ideas for racing events in the Spring. Based on lots of ideas and discussion from both the Survey that many of you participated in and the follow-ups at the Dinner, I think we've come up with a basic plan.

Here's the concept: instead of having two competitive series (a pursuit series and a buoy racing series), we'll be having just one competitive series this Spring. We're calling this our Trophy Series. This will be a 6 race series, and we're working on a scoring program so that anybody's conflicts (or other inability to race) on any certain weekend doesn't put them out of contention for the overall glory and honor. All of these races will have PHRF starts, where all boats start together and the handicaps are taken after the finish. We'll sail traditional, longer courses, similar to the courses we sailed during previous years' Pursuit races.

In another twist, the Trophy Series races will be held alternately on Saturdays and Sundays. So we'll have 3 race days on Saturdays and 3 on Sundays. We're also changing the Skipper's Meeting times to accommodate other obligations. Skipper's meetings for the Saturday Trophy Races will start at 10:30a.m - the better for keeping that Saturday Night party plan. Meetings for the Sunday Trophy Races will start at 1p.m. - to accommodate repentance for the previous evening's failure (success?!) of said plan. I know this is a lot to remember! Don't worry; we'll be publishing the calendar as soon as it's all figured out and you can print it out and hang it on your refrigerator to make sure you stay up to date!

Having just one competitive racing series this Spring means that there are a lot of opportunities for more fun type events such as casual races, organized day cruises, seminars, socializing, and the like. I know that Lisa Murphy is planning at least one Novice Race, to be held sometime prior to the Guntersville Cup. So we'll get that date on the calendar. We may also hold Joint Pursuit races and/or cruises with Brown's Creek; something still under discussion with the Brown's Creek folks. We'll have our on-the-water instruction as part of the Spring Learn To Sail Class, a very well-received program organized by Larry Bontrager last year.

We're looking into more opportunities for day cruises, overnight raft-ups etc. If anyone has specific interests or ideas related to cruising events, please be sure to let me know!

It was great seeing everyone at both the Annual and the Christmas Dinners, and I'm really looking forward to an enjoyable 2011. Happy Holidays!

Cheoy Lee Newell Cadet or Offshore 27

Qill recently purchased a Newell Cadet. It's tied up by the pump out and looks a little forlorn. These boats were among the first fiberglass boats built by Cheoy Lee. They resemble the Frisco Flyer which was all teak and a take off on a Folk Boat. These boats were very popular in California and were first sold in Fibreglass in 1965. June Newell, the daughter of the designer believes there were about a hundred of these boats built in teak before they changed to Fiberglass.

George Newell isn't exactly a house hold name in the yacht designing world but anybody who has ever designed tow and tug boats would know who he was. He was by trade a civil engineer but worked for Sparkman and Stephens for a long time and helped design their rather famous mine sweepers that served in World War two. Kettenburg Marine in San Diego built a lot of them.

But his real fame was his work on the Court Propulsion system widely used on tugs and tow boats. This system developed the tunnel drive for tow boats. His work on push boats is pretty impressive and some of his work on propellers is still used today in determining size and pitch.

But back to the Newell Cadet. It was sold under both names. The offshore 27 and the Cadet. As far as I can determine there was no difference in the boats. You can tell an early one because the dorade vents were all teak. When they changed over to the Mark II they used fibreglass boxes. The Mark II also had a hull liner and teak veneer on the bulkheads. Some had a dinette and some had settees.

I am amazed that the original engine was a Volvo single cylinder diesel. The venerable MD1 with seven horsepower. Later increased to ten horse power. THE OPTIONAL ENGINE was the Gasoline Atomic Four. A little more horsepower and lighter weight.

The Mark II also features a stainless traveler. The boats could be ordered with all sorts of different options. Teak overlaid decks, teak overlaid houses, different bow pulpits and even slightly different interiors. As far as I know they were all iron ballast.

The boats were obviously designed with the CCA rule in mind because of the headsail configuration. And by today's standards their velocity programs would be a bit sedate. But they were quite seaworthy and much loved by their owners. This one deserves a new home and restoration. The hulls were extremely well built by Cheoy Lee so it's not like restoring a wood boat. Take a look at her.



Mark I on the left with teak dorade boxes
Mark II on the right with fibreglass boxes



Tidbits and Odds and Ends

slacker abby?

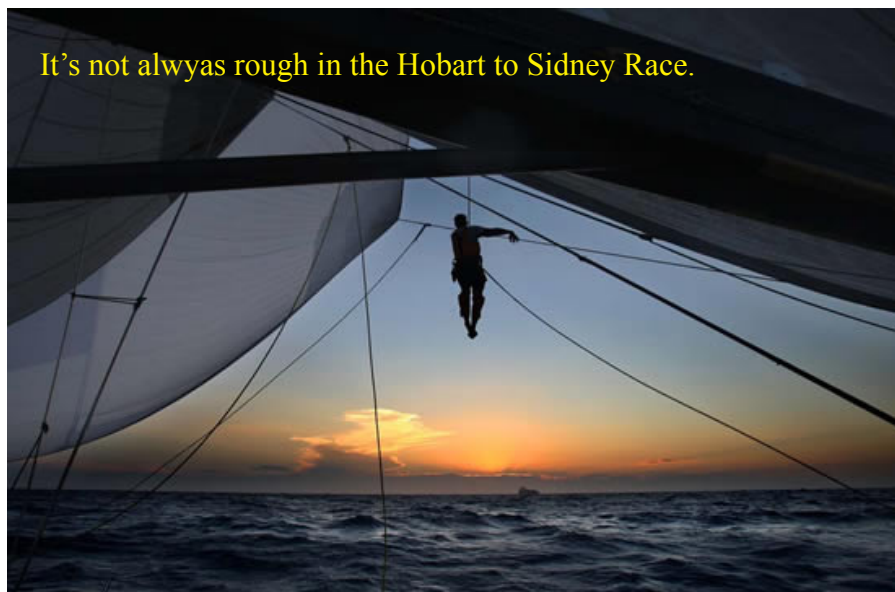
We've been pretty clear about our opinions of Abby Sunderland, her dopey dad and their misguided attempts at whatever the hell it was that they were trying to prove. And of course it was great fun to poke at all of them and hopefully they'll continue to provide us with entertainment for years to come.

We were a bit surprised to read this headline today though: **Abby Sunderland - Concocted History's Most Extreme Plan To Get Out Of A Summer Job**. Geez, we always thought she was a bit of a slacker, but who knew it went this deep?

12/15/10

From Sailing Anarchy

NEWPORT RHODE ISLAND is making a pitch to host the next America's Cup races. Larry Ellison's home port and Yacht Club is in San Francisco but apparently the events piers are in such bad shape and the City is broke that it may come down to some other venue. Ed.



It's not always rough in the Hobart to Sidney Race.

I've admired the Aussie boat General Lee for its fun graphics but who knew they liked Dukes of Hazards in Australia. They just had a big party after a regatta and had four incredible looking young ladies hosting, all in Daisy Duke shorts and tops. Serving an unknown potion from an unusual punch bowl.



The 221 nautical mile Automasters – Redink Homes Fremantle To Geraldton Ocean Race last weekend has seen an extraordinary performance from the Bakewell White 37 General Lee and her crew of Paul Eldrid, Scott Disley, Billy Leonard, Paul Nevard, Rees Howell, Ant Little, Brett Sharpe, Graeme Robbins and David Ward. The General took line honors in a race record time for a conventionally ballasted boat of 18h18m33s, winning both handicap system results (IRC and YAH), and **clocking a fastest speed of 29.3 knots** during the early hours of Saturday morning



Another shot of the General Lee. She's a dagger board and I think around 51'. Very beamy and obviously very fast down wind.



Fatu-Hiva anchorage in the Marqueses. Don't all sailors dream about going to the South Pacific. Great series of videos on U TUBE of this family from Florida on their Cat voyaging from Florida, through the South Pacific, and beyond. Check it out. <http://www.youtube.com/watch?v=gnWjnUU-98Q&feature=related> The boat is called SV HONEYMOON and there are a lot of cool videos.

And speaking of videos thanks to John Frost for this one which is a very gutsy and novel solution to a common problem. How to get under a fixed bridge that is lower than your mast. I'll reserve telling my own story about such a problem for another time. <http://www.youtube.com/watch?v=WGAzt-8minI>



I know I ran a version of this photo in a previous binnacle. It's the SCOTW from Sailing Anarchy. (Sailing Chick of the week). She's from Bali and I just rather admire her style. The sailing gloves go beautifully with the Tutu. But I like the juxtaposition of the beauty and the beast. So with totally unscientific sampling I'm going to award it the best Binnacle Picture of 2010.

Any other opinions for the award? Let me know. It was a toss up with Bev's attire for the fun race to the park. Sterling

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Dock Boy. Thanks to John for the picture

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