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July 2018



TEXAS ASSOCIATION OF SOCIAL SAILORS - FOUNDED IN 1984

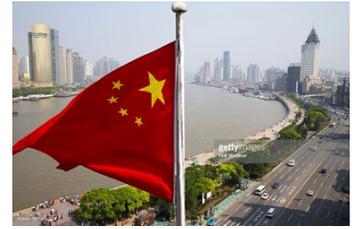
TASS Topsider



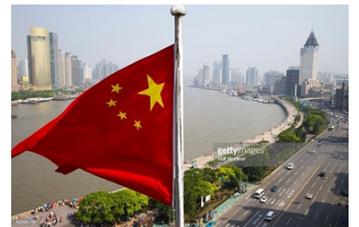
Commodore by Jay Leggett

Hi TASS,

We're back from our 12 day adventure in China, and it was truly amazing and everywhere we went was a positive surprise, better than we ever expected. Every day was filled with tours and many sights to see. We'll be adding a photo trip photo album to the TASS website shortly, so stay tuned. We made some delightful new friends from Poland and Australia, which I've invited to add their best photos as well. Everywhere we went, was sparkling clean and the people were welcoming. They say a picture is worth a 1000 words, so here's a few of our trip photos.



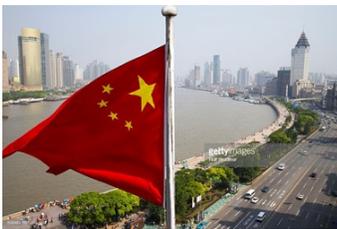
Commodore - Jay Leggett



Commodore - Jay Leggett



Commodore - Jay Leggett



Vice Commodore - Urs Rathgeb

Due to a suddenly developing weather situation, the Flip Flop race, scheduled for June 9, needed to be canceled that day, and was postponed to this coming weekend, for July 7. If you have not done so yet, this is the last call to sign up! [Private Boat Registration](#) – [TASS Charter Race Boat – Flip Flop Party](#) – **Wear a Hawaiian shirt**

Meanwhile, our training program is developing.....

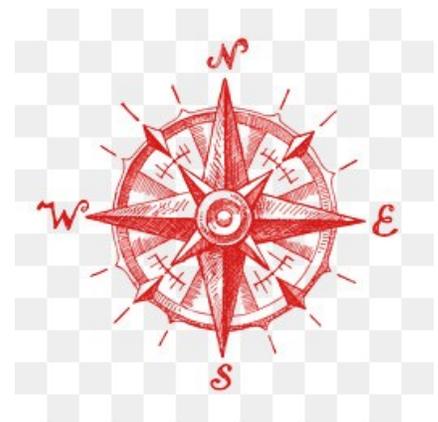
Crew Sail Training Sessions scheduled for August 11 and October 13

For the Saturdays August 11 and October 13, two crew training sessions have been scheduled. Both days will include a classroom and on the water portion, and are aimed both at current members who want to hone their sailing skills, as well as to invite potential new members to get a taste of sailing on the bay and join us as members. John Klumb and I will jointly act as instructors during these classes.

The first day on August 11 will include a classroom session in the morning during which we will go over basic terminology and sailing theory, while during the afternoon, we will sail on various points of sail while keeping the sails appropriately trimmed and train tacking and jibing efficiently. Of course, everyone will have the opportunity to do so at various crew positions, including helm. Of course, we will also go through docking and undocking maneuvers. Sign up at [Crew Training I](#).

The second session on October 13 is intended as an advanced session. In the morning, we will cover essential knots for sailing use as well as basic navigation rules in the channels and on the bay. During the afternoon on the water, in addition to brushing up the skills trained in the **Crew Training I** course, we will cover some additional maneuvers and activities (heaving to, reefing, anchoring), as well as more advanced sail trim (how to read tell tales, using the traveler, moving jib cars, etc.). Sign up at [Crew Training II](#).

Since we want to make certain that everyone will be able to actively participate during the classes, the number of people on the boat will be limited. This is also an ideal opportunity to invite friends who are not currently members of the club and always wanted to go sailing, but felt they first wanted to acquire some basic skills.



Vice Commodore - Urs Rathgeb

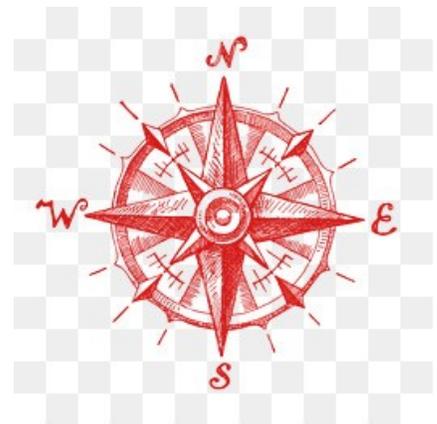
CPR and First Aid Training scheduled for November 11

Once again, every couple of years, we have scheduled a CPR and First Aid training class, both to offer our active skippers a way to keep their certification (which TASS requires them to have) as well as an opportunity for other interested club members and guests to keep their skills current. This class will be handled by Marylin McFarlane, who has conducted this classes for us in previous years. Sign up at [CPR & First Aid Training](#).

All classes are set up on our website (see links above in the text), so please take advantage and sign up!

Race Standings:

<u>Ranking</u>	<u>Boat Name</u>	<u>Points</u>
1 st Place	Mischief	5
2 nd Place	Astarte	4
3 rd Place	Tarah Shell (Charter Boat)	3
4 th Place	Nightwind (Charter Boat)	2
5 th Place	Nirvana	1



Social Director—Joanne Moschella

While a large portion of our membership have been vacationing in different parts of the world during the month of July, it appears that the dog days of summer are upon us.

A small group of us were fortunate enough to be sailing in the Rhode Island area with the cool northern weather. Since not much else happened and our race was rescheduled, I will talk about my group's adventure to the northern coastline.

The group of John and Sharon Klumb, Susan Levy, Shirley Nicola, Mark Shield, and myself flew into Providence Rhode Island and shuttled out to Newport, RI to board a new 54' Jeanneau. "Paradise Found," was a beauty, as you can imagine, with all the amenities one could have and handled the water sublimely. What an absolute dream to sail!

We started out from Newport, RI to Oak Bluffs on Martha's Vineyard where we stayed two days to take in the sights. Plenty of interesting vistas, shopping, and food. Mainly



lobster, of course! From there we headed out to



Nantucket and then to Hyannis for a two day layover. We finished up at a charming and quaint fishing village at Cuttyhunk Island where we enjoyed, what else, fresh steamed Lobster!

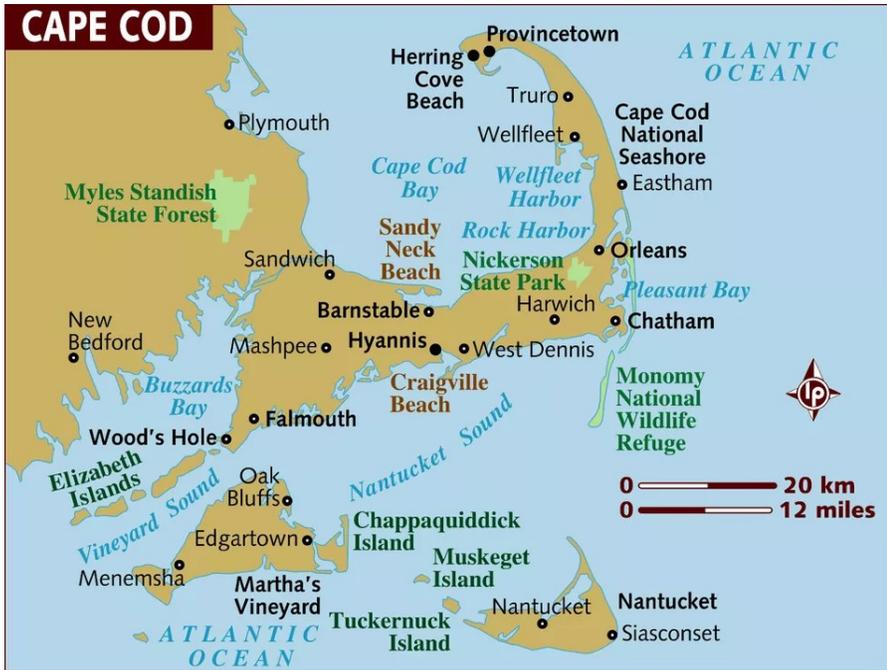
Alas, time to go back to base

while encompassing some rough seas but "Paradise Found" handled it as would be expected. We disembarked in Newport where we said good-bye to Sharon and John as they were continuing to New York City to visit friends and family as well as to enjoy the July 4th fireworks on the Hudson Bay. Susan, Shirley, Mark and I stayed over for the night to take in the "Breaker's" and do some sightseeing of the city. Breathtaking vistas of the shoreline from the mansion were magnificent.



All in all, a fabulous trip and a great big thank you to John and Sharon for putting this trip on. John is such a fabulous captain/skipper that you know you are in safe hands with him. We truly enjoyed his sense of humor and one always learns a lot from this seasoned sailor! Especially when we saw 8–11 foot waves on our return to the Newport base.....Wow what a ride.

Social Director—Joanne Moschella—continued



The many cities, places of interest and wonderful ports we visited in Rhode Island, Martha's Vineyard & Cape Cod

The Mayor of Cuttyhunk came over to our Boat to welcome us. That was nice.



Remember the movie "The Finest Hours"? Where the U.S. Guard saved 31 men on a Tanker which was the most daring sea rescue which occurred 1951. We had to visit it in Chatham. It was also the 1st Dinner & Movie TASS did last year. Great movie & true story of courage.

Social Director—Joanne Moschella—continued

While I was away, Melody Bohlmann hastily put together a movie night event for the Houston Area. Tuesday night, July 3rd, to see “Jurassic World: Fallen K” and dinner at Café Adobe. Thank you Melody for doing this event and on such short notice!

We have the Flip Flop Fete Race coming up July 7th and looks like a number of boats will be participating. We should have a nice turnout so please remember to register for the party. You are asked to wear an ugly Hawaiian Shirt. I will, but it won't be ugly. Our usual place at Sundance Grill starting at 5:00 p.m.

See you out on the water!

A quick trip to a Glass Blower Shop in Hy-



Boat Taxi's are used to travel to land from your boat in mooring ball acreage

Susan Levy was our Navigator during our



Social Director—Joanne Moschella—continued



Stopped at one of Chatham's beaches.



Shirley clocked the fastest time during our Sailing adventure..... 8.9 !

She was smiling!



Sharon checking to see if our Skipper needs anything and we're moving on.....

Social Director—Joanne Moschella—continued

We met a College Acapella group and visited their performance in an old Trinity United Methodist Church by the Historic Tabernacle in Oak Bluffs.

<https://www.vineyardsound.org/> - Also the Historic Campground Cottage's were adorable.



Great bus ride trip to Edgartown down the road from Oak Bluffs. Beautiful city.



Social Director—Joanne Moschella— continued



Fabulous lunch at Chatham Bars Inn—View was Spectacular.

Social Director—Joanne Moschella—continued



The Beautiful Newport Mansions by the Sea and we visited The "Breakers"

Social Director—Joanne Moschella—Continued

What a wonderful trip to Rhode Island, Martha's Vineyard & Cape Cod—Our trip came to an end and returning home was our next journey. Awesome Memories!



Membership Director—Marilyn Reed

TASS Membership is 160 Strong and growing!

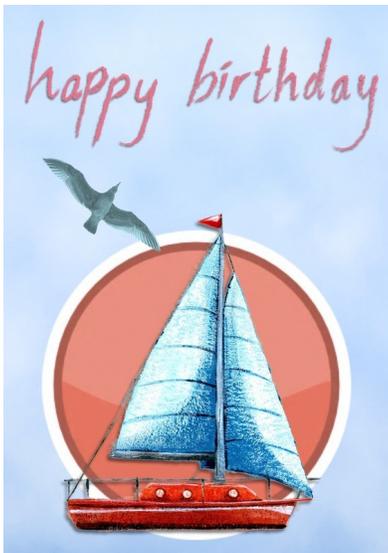
Summer always seems to be the time that many of our members head in different directions and take advantage of travels. Surely this summer has been no exception. That said, our membership report for July seems to be holding at a steady pace with 160 total active members.



Welcome to our newest member in June, Kimberly Reuse, we look forward too many sails with you.

We also track members who are in renewal which at this point are 28 people. We want to reach out to you with the reminder to renew as you are probably one of those travelers and missed your renewal notification. Please let us know if we can help you in any way to renew. **membership@sailtass.com**

Happy Birthday to all you July TASS babies! And America too! Come on to one (or all) of the July meetings and we'll raise a glass to you and even toss you a free TASS koozie!



Member		Birth Date	Member		Birth Date
Adelia	Oakes	1	Daryl	Crosswell	13
John	Snook	2	Don	Dykstra	13
Roy	Bowers	5	Meade	LeBlanc	14
Rebecca	New	6	Dana	Dale	16
Evangelina	Hammonds	8	Llona	Doubet	20
Joseph	McCormack	8	Jon	Arbogast	24
Donald	Barrus	9	John	Klumb	26
Kyle	Laffoon	9	Cheryl	Morvillo	28
Rosslyn	Childs	10	Mike	Tarcha	28
Susan	Levy	11	Doug	Cagle	30
William	Kohl	12			

See you on the water, at the meetings, or wherever else the winds may take us!

Webmaster, Social Media—Thann Dauterive

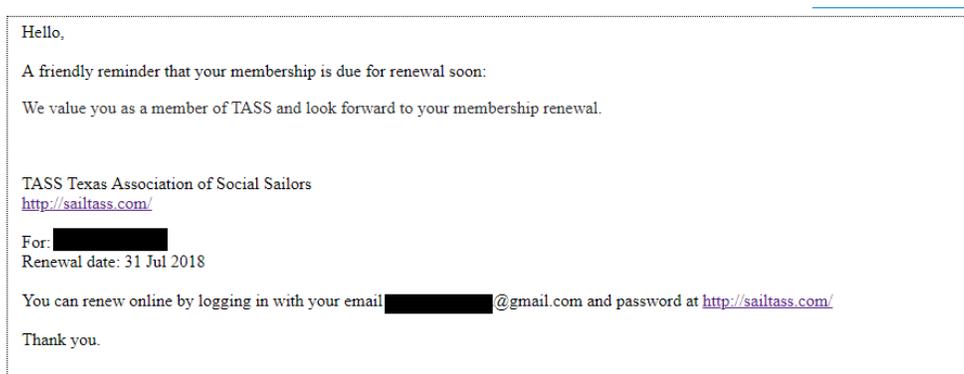


How do I know when my membership is due? Well our new software not only sends you notifications but it makes renewal super easy for you because it will generate an invoice which is mailed to you on the due date. Here is a preview of how it works.

You will get a friendly early reminder email that your membership renewal is due. You can renew at this early reminder date.

You can click on the link in the email > log in to your account and renew. It is that simple.

Should you forget to renew when you receive the reminder, you get another change!



On your renewal date, you will receive an invoice BY EMAIL. This is generated on the last day of the month. You can pay the invoice by simply following the instructions on the invoice email. Payment can be made through Pay Pal or Credit card on line. The new system and payment on line ensures your membership record is instantly and properly updated. This system really helps our board keep track of payments and updates records. Should there be any questions we can follow the payment trail in the system.

We hope you take advantage of this easy payment system as soon as your membership renewal notification is delivered by email.

IT IS THAT EASY TO RENEW!

Storms and Thunderstorms: Radar Detection and Sailboat Storm Tactics

Know What to Do, Have the Right Equipment, and Be Prepared

Storms are one of the most serious dangers sailors face both near-shore and offshore. Sudden, sometimes unexpected high winds can lead to capsize, and in shallower waters waves can build quickly and buffet the boat or lead to broaching or capsizing. Detection of a coming storm and preparations and tactics to employ depend on the boat's equipment and having an effective plan to manage whatever conditions may occur.

Watch the Clouds

Since times immemorial, mariners have learned to watch clouds for potential weather changes. In summer, most thunderstorms and squalls are heralded by advancing nimbus clouds, often anvil-shaped - big, black clouds that may approach quickly. Big white, puffy cumulus clouds seldom produce a thunderstorm and high wind but may mask nimbus clouds behind them or develop into nimbus clouds. Or the horizon may slowly darken with a deep overcast in which nimbus clouds cannot be seen but which contains storm cells or dangerous downdrafts or microbursts of extremely high wind. At night you may not see the clouds, but most thunderstorms and squalls are announced by lightning appearing on the horizon and growing closer. An experienced sailor never underestimates the storm potential with any of these signs of changing weather.

In addition to watching the sky, be alert to any wind change. Shortly before a thunderstorm or squall there may be a momentary lull in the wind as wind direction begins to shift. You may feel a sudden cooling of the air. Or the wind may gradually build, which can be almost unnoticeable if you're sailing downwind at the time.

Take any sign of a weather change seriously and begin making preparations.

Radar Detection and Avoidance

Thunderstorms and squalls generally show up quite vividly on radar and can allow you to predict if and when you may be hit. In addition to using a traditional radar unit on a sailboat, sailors near shore now also can use their smartphone or another online device or laptop to view current National Weather Service radar images for their immediate area. If you've never visited the NWS radar website, you're in for a real treat to discover the benefits of lake and coastal radar loops.

Start here and select your general area. Click on your specific area to zoom in to the nearest local radar image. On the left, click the "Composite Loop" to see the radar images for about the last hour. Green indicates light rain, yellow heavier rain and potential wind, and red thunderstorms. Other indicators are used for severe thunderstorms and tornados. The looped images allow you to estimate whether a storm is headed at you and how soon it may arrive.

Tech Sailing Talk—continued

With a smart phone, you can first locate your nearest radar area using your browser and save it to your favorites. Depending on your device, you may also be able to save the site on your home screen so that a single tap brings up the image. The photo above shows the radar image of a thunderstorm moving across the Gulf coast of Louisiana. This information is of incomparable value for knowing what's coming in time to make preparations.

Preparing for a Thunderstorm

Your preparations and tactics depend on your boat and its equipment, the conditions and duration expected, and your position near or offshore. Every boat and situation is unique, so it's important to think about these issues in advance so that you choose the best solution when needed. Following are some general possible preparations:

- **Change course to escape the storm.** With a small thunderstorm or squall, if you see it early enough on radar and can estimate its speed and direction, you may be able to sail out of its path. Be sure to keep monitoring the radar so that you're not caught unprepared if you need to change tactics.
- **Drop or reef your sails well before the risk of sudden high wind.** Don't wait until the boat is heeled over and deck conditions become frantic. Start the boat's engine, or be prepared to on a moment's notice, so that you can motor directly into the wind and waves during the worst of the storm if needed. Remember that almost all sailboats are designed to ride waves best bow-on and are at greatest risk of capsize if caught beam-on.
- **Reef sails, or switch to storm sails, and prepare to heave-to.** Heaving to is a process of stalling the boat while pointed at an angle into the wind and waves and is much safer than simply dropping sails and drifting, called lying ahull. When lying ahull with sails down, most boats turn sideways and are at risk of capsize or being flipped by a wave. If you have never heaved-to, take some time to research the method that will work best for your type of boat and sail configuration, and practice ahead of time so you know what to do.
- **Reef sails, or switch to storm sails, and prepare to run off.** This tactic involves running downwind and down waves in a controlled manner. You must have sea room to be able to continue sailing downwind as long as the high winds lasts. If the storm may blow long enough for waves to grow large, you need to control boat speed to avoid surfing down a wave and burying the bow in the wave ahead, potentially causing the boat to pitchpole and capsize, likely with a broken mast.

Tech Sailing Talk—continued

In a tight spot, you might anchor before the storm hits. This can help prevent being blown on the rocks or into other boats if you don't have the sea room to heave-to or run off. Since the wind may suddenly increase substantially in a thunderstorm, it's a good idea to keep your engine running and if needed put the boat in forward gear to ease the strain on the anchor rode.

Storm Tactics

Many full-length books are available that describe and debate the merits and disadvantages of different storm tactics. Adlard Coles' *Heavy Weather Sailing*, now in its 6th edition, is a classic on the subject. Lin and Larry Pardey in their *Storm Tactics Handbook* argue persuasively for heaving-to. The Annapolis Book of Seamanship by John Rousmaniere has a good introduction to storm tactics and heavy weather sailing in modern sailboats.

Here's an outline of choices to consider, again depending on your boat, equipment, and situation:

For a thunderstorm of expected short duration:

- Do not simply drop sails and lie ahull unless you have no better choice.
- Motor or sail with reefed or storm sails into the wind and waves.
- Heave to with the bow as much into the wind as possible.
- Anchor in a tight spot.

Shorten sail and run off downwind if you have sea room.

For a major storm or storm of longer duration:

Heave-to with or without a sea anchor adjusted to help the boat point more into the wind.

- Run off under storm sails with or without a drogue to help slow the boat and prevent plowing into the back of the wave in front.

Lie ahull preferably only with a sea anchor adjusted to prevent the boat lying broadside to the waves.

Don't forget other aspects of sailing safety when making storm preparations:

Everyone should be wearing a PFD.

Crew on deck should wear a harness and tether.

The captain should be thinking ahead and preparing for all contingencies, such as how to rescue a crew if someone falls overboard.

TASS Officers

February 2018—January, 2019

Commodore Jay Leggett
commodore@sailtass.com 713-459-0094
Vice-Commodore Urs
Rathgeb
vicecommodore@sailtass.com
Fleet Coordinator Michael Vaughan
fleet@sailtass.com
Membership Director Marilyn Reed
membership@sailtass.com
Social Director— Joanne Moschella
social@sailtass.com
Purser Nancy Welch
purser@sailtass.com
Treasurer Charlie Holcomb
treasurer@sailtass.com
Secretary Shirley Nicola
secretary@sailtass.com
Webmaster, Social Media .
.....Thann Dauterive
webmaster@sailtass.com
TASS Topsider—Editor
secretary@sailtass.com

TASS Membership Fees

New \$65.00
Renewal before expiration \$60.00
Out-of-town/state \$30.00

TASS Sails

Leisure Day & Moonlight sails
\$50/members; \$65/Guests
Day sails depart at 12 or 1 pm till 5
or 6 pm
Moonlight sails depart at 6 pm till 11
pm
Crew Training Sails
\$60/members; \$75/guests

We're on the web:
www.sailTASS.com

Meetings

Every Thursday Night
6:00 pm—Social Hour
7:00 pm—Meeting

Check the calendar at
sailtass.com for details