

Volume 2018, Issue 6

June 2018



TEXAS ASSOCIATION OF SOCIAL SAILORS - FOUNDED IN 1984

TASS Topsider



Commodore by Jay Leggett

Hi TASS,

Our Memorial Day sailing adventure to Galveston was another great TASS Event. Huge thanks to **Joanne Moschella** for organizing the event. Besides the TASS Charter boat, Bohemian Mermaid, we had three private boats join us - **Astarte - Cheryl Morvillo, Reflection - Jim LeBlanc** and **Second Wind - Mary Morgan** and their respective crews. We had a great dinner at Riondo's Ristorante on the Strand. The winds were light and as is often the case, on the nose going both directions to / from Galveston. We saw many more dolphin than usual, and even got a few good photos of them playing in the bow wake of several tankers in the HSC.



Along the Houston Ship Channel, we noticed two daymarks that had been hit and were almost submerged, you might mark them on your boat plotter or navigation program - GREEN 45 and RED 58.

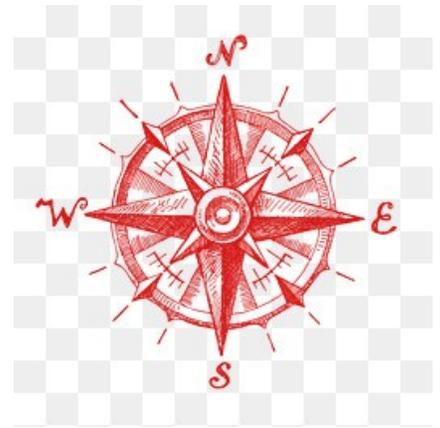


Many of us are preparing to leave on our trip to China on June 19th, and other groups will be sailing on the east coast. While I'm gone **Michael Vaughn** will be covering for me as Commodore at our Houston weekly meetings June 21st and 28th.



Vice Commodore - Urs Rathgeb

On the race scene, TASS opted to push our May race day into August therefore, racing for the month did not take place. Have no fear because soon to be famous “**FLIP FLOP FETE**” Race is scheduled for Saturday, June 9th. Race Czar John Klumb and myself are cooking up a great course so the **FLIP** part of our race will surely not be a **FLOP!** Party and trophies will be awarded at the after-race party to be held at Sundance Grill II immediately following the race. Wear your **Hawaiian Shirt and FLIP FLOPS** to the party. Registration is open for [private racing boats](#), [Charter Crew Participants](#) with Skipper Bill Brown, and for the after party. Please be sure to register early and [RSVP](#) for the party too.



The annual skippers meeting was held at Barry’s Pizza on May 24th. Turnout of our TASS certified skipper team was excellent. In addition, the meeting was open to anyone interested in becoming a TASS skipper or any member desiring to listen to our skipper process, update and procedures. We took advantage of a great audience, skippers and members alike by viewing an excellent man overboard training video provided by US Sailing. Discussions regarding updates to charter contracts, a few changes to our charter sailing rules regarding no smoking policy, skipper hand books updates and documents we also part of the agenda. The skippers were also briefed on the features of the new web site for obtaining rosters and document needed for the sails along with post-sail documentation archiving for record keeping purposes. Engaging discussions on keeping current with local emergency facility locations in close proximity to the marina and a few tips and tricks for the skipper bags were offered. All-in-all our skippers are simply the best, they are the heart beat of our organization and it is a pleasure to get them all in one place each year as each brings new information and experience our organization. Thank you SKIPPERS! Without your dedication to our sails, our members would be waterless!

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

Starting the May Season was the TASS Seabrook Bicycle Ride & Hamburger Fest. The three year sabbatical did not bother the group as these participants are now three years older. Mark Monroe was our gracious host as he took the group around the Kemah Seabrook 14 mile route. Mark's knowledge concerning some of the historical sights included The Great Texas Coastal Birding Trail, train trestle signs of the early 1900's, Pine gully Park, the original settlement of the Karankawa Indians who were cannibals, the beach area with early Victorian homes, the commercial fishing boat originally built on land as a guest house, the Bayport cruise ship terminal among quite a few other stops. The group finished their ride back at Mark's home for a Hamburger and Bratwurst lunch grilled by Karl Bumiller. Karl has been so very kind to offer his services to TASS over the years for this event and we deeply appreciate the amount of work and time involved for its success. A very good turnout to come and enjoy lunch with fellow members closed the afternoon as we sat and enjoyed the cool spring breezes coming across the covered patio area.

The month closed with those of us who decided to take boats to Galveston for the Memorial Weekend Holiday. Five boats including the Charter boat headed to Galveston Yacht Basin where we enjoyed a dockside cocktail party. Sunday we headed out for some sailing and Bay cruising. We ended the evening with a delicious dinner at Riondo's and finished the weekend with a group brunch on the Charter Boat before heading back home.

This past Friday was Movie night in Houston, as well as Kemah, where the group went see, "Adrift" and probably never want to venture too far out to sea ever again! The Houston group met at Café Adobe around 5:00 – 5:30 and then saw the first feature at Edwards Houston Marq'e Stadium on Katy Fwy. The Kemah group met at Gringo's on IH 45 at 4:45 for dinner and saw the 6:00 p.m. feature at AMC Gulf Pointe 30 at IH 45 & Beltway 8. Jim & Meade Le Blanc hosted that group and I hosted the Houston group. If you missed our Movie night, we'll do another sometime during the summer.

TASS members sailing to distant shores, club races, moonlight sails, and fireworks sails will fill most of the summer calendar.

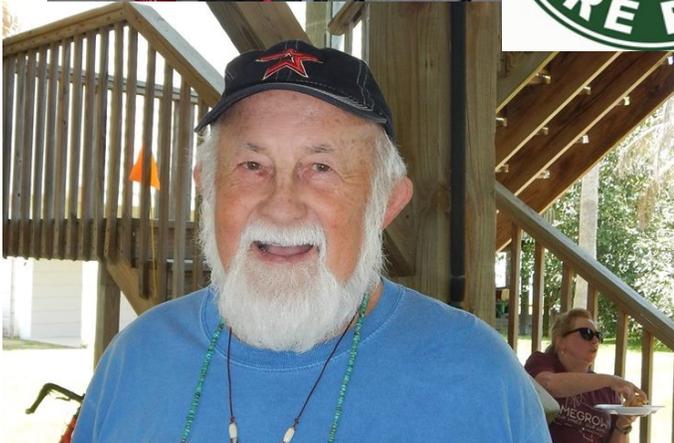
Fair winds to all.

Our South Ambassador Yvette is looking wonderful as always and enjoyed the picnic.



Social Director—Joanne Moschella

TASS Members picnicking at Mark Monroe's after Biking.



Social Director—Joanne Moschella

Memorial Weekend in Galveston was well attended by TASS



Social Director—Joanne Moschella

Memorial Weekend gave us a unusual site of "Blue"water which is rare for Galveston. A big treat for TASS to see this during the weekend.



Membership Director—Marilyn Reed

TASS Membership is 184 Strong and growing!



I'm liking that number and raising you to 190 as our goal for the month of June! Keep up the good work of spreading the news of our raucous (yet informative) meetings, sails, and very diverse activities! Check the calendar, read your Topsider, peruse The Weekly Blast for more awesome events coming up!

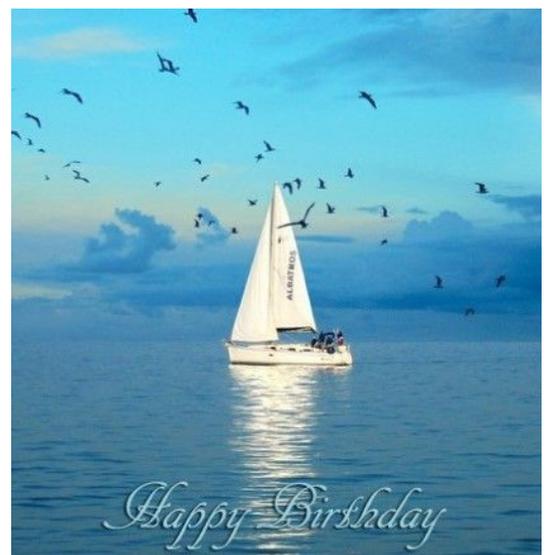
Welcome our brand new members when you see them! (3) Kaye Fortenberry, Ann Quartarolo, Eldon Ball.

And, thanks a heap to our TASS members who renewed their memberships for another year of fun on the water with your TASS family! (4) Chris Richardson, Llona Doubet, John Frederick, Adelia Oaks.

Come on sailors, if you have let your membership lapse, it is time to log on and renew! We have so many cool events planned that you are not going to want to miss a thing. Alternatively, if you've been thinking about joining, the time is now! Just say YES! **CALLING ALL MEMBERS**, if you are missing a familiar face, pick up that phone and give a shout. That just may be the nudge that's needed. Plus, it just feels good to know someone is missing us.

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

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



Membership Director—Marilyn Reed

Congratulations to one of our long time members Barbara & Sean.

Best Wishes to Mr. & Mrs. Sean O'Brien



Membership Director—Marilyn Reed



Membership Director—Marilyn Reed

Mr. & Mrs. Sean O'Brien



Webmaster, Social Media—Thann Dauterive



March 19th seems like a lifetime ago (73 days to be exact) that we launch of the new web and membership data base.

Once again, we are making a request to our active members to PLEASE edit and update your profile information. Some have done so and we appreciate your time, many of you have not yet taken time to update your profile. Your information in our data base is NOT shared outside of TASS. Some key items in your profile we would like to capture are below:

As a member, it is important that you read and agree to the organizations terms and conditions. Why, you should be aware of the TASS terms and by reviewing and agreeing, we know that you are a member who cares.

Although TASS has an impeccable safety record, it is imperative that you share with us your emergency contact information. Should we ever have to use this information, it will be accessible to us immediately.

2019 brings REUNION fun to TASS. In your profile you will see a category at the very bottom of your profile called YEAR JOINED. If this is Blank or incorrect, using the edit feature, please update the information. This will give us a great clean data base as we look forward in preparation of the 35th Reunion. Don't be left out, or tossed into the incorrect reunion class.UPDATE !

If you have any trouble, you can come to a meeting and I will be there to assist you in our profile information or contact me at webmaster@sailtass.com.

Concerns, helpful suggestions or other comments are always welcomed.

Windward SeaVenture—Friends of TASS



Friends of TASS – *It takes a village or run a tribe and at TASS we appreciate the supportive proprietors and fellowship of the sailing clubs and community in the bay area.* That said, sharing the various events and business services with you is a great way for TASS people to network and support the people who support us. This month we would like to acknowledge Windward SeaVenture.

You don't have to own a boat to find fun on the water. TASS has partnered with [Windward SeaVenture](#) for many years as they are our main source for the TASS charter boats. TASS is a happy supportive customer and friend of Windward SeaVenture. Darryl and Laurie are always helpful to our skippers and charters. We want to let our TASS members know that our partners offer so much more to the sailing community that may interest you.

They have a sailboat charter company providing bareboat and captained sailing charters to the Houston, Clear Lake, Kemah and Galveston areas. They offer ASA certified sailing school with top instructors in the industry that provide beginning through advanced sailing lessons. Find yourself in need of a corporate or family event, they offer corporate team building & events, dinner cruises, special ceremonies, sailing abroad & much more!

Visit [Windward SeaVenture](#) on their web site or follow them on [Facebook](#).



Heavy Weather Sailing



Many sailors both beginning and experienced fear storms as the greatest danger on the water, even though more [emergencies and fatalities occur during times of relative calm](#). Nonetheless, strong winds and high waves can wreak havoc on a sailboat and any sailor who might be caught by even a summer thunderstorm, or a longer-lasting and greater storm offshore, should know how to stay safe in heavy weather.

Storm Sailing Tactics

It's often said that boats are stronger than people, meaning your first priority is to protect yourself. Be sure to have and use the right [safety gear](#), such as PFDs and harnesses or tethers to keep you on the boat. The boat's motion will be more severe in storm conditions and taking action early will prevent injury and [prevent seasickness](#) that can further endanger your safety. Consider the following issues and strategies for keeping the boat under control in storm conditions.

Avoiding Shallows

When the heavy weather begins or threatens, the first impulse is often to [drop the sails](#), start up the motor and head for land. If you can safely reach a harbor and return to a dock or mooring, this may be your safest option. Be aware that wind and waves can rapidly turn shallow areas or narrow channels into a more dangerous place than open water, especially if the storm will be short-lived and it's mostly a matter of waiting it out.

Waves become steeper and more likely to break in shallow areas, making it difficult to control the boat. Consider the risks if your engine were to die and the wind rapidly blow you onto the rocks or other obstructions. If the wind is blowing toward shore, it can also be risky to attempt to anchor, because the boat may go aground if the anchor drags. It is difficult and sometimes dangerous to try to reset an anchor in storm conditions. You may have better options staying in open water and riding out the storm using the tactics described below.

Reefing

As soon as the wind begins or is anticipated to increase, it's time to reef the sails. The old saying is that if you are wondering whether you should reef, then it's already past time to do so. You don't want a lot of sail up when a strong gust hits, potentially leading to capsize. It's also much easier to reef the mainsail or furl the jib while the wind is still manageable, and it can be dangerous to have to leave the cockpit to reef the main or drop the jib once the boat is being tossed or strongly heeled over by the wind.

Tech Sailing Talk

(Heavy Weather Sailing continued)

Remember that if you are sailing downwind when the wind increases, you feel its effects less and can be shocked to see how hard it's blowing when you turn up into the wind to reef. Always pay attention and reef early. Monitor changes in the wind so that you can reef early when it's easy, rather than late, when it's difficult or dangerous. You can learn to [read the wind](#) or use an inexpensive handheld wind meter.

The following storm tactics are more applicable when offshore or nearshore and expecting the storm to last for some time.

Storm Sails

Offshore voyagers typically carry special sails for use in high winds. Regular sails can be reefed or furled only so far and still maintain an efficient shape and the fabric of regular sails is generally too light for high winds. A storm jib used with or without a trysail replacing the main generally allows one to continue sailing in stronger winds, usually on a course that minimizes the effects of waves.

Racing sailors, for example, usually have a selection of sails and may prefer to keep going rather than wait out the storm with a different tactic that would essentially stop the boat's progress. Many coastal and recreational sailors do not carry these extra sails, however, and prefer a different strategy, like heaving to.

Lying Ahull

Lying ahull simply means dropping the sails and letting the boat fare for itself, possibly while you go below to seek shelter.

This strategy may work in limited situations when the waves are not too big, the boat is far enough from land and shipping channels so that it doesn't matter how far the boat drifts downwind. In some cases, it may be necessary to lie ahull to attend to an injury or simply because one is too exhausted to continue active strategies.

If the waves are large and breaking, however, there is a significant risk of the boat being rolled and capsizing because it will tend to lie broadside to the waves. Never attempt this in an open boat that would rapidly fill with water and sink; a larger boat with a closed cabin should bob back up. Still, this is seldom the preferable approach to take in a serious storm.

Using a Sea Anchor

Offshore voyagers are more likely to have invested in a sea anchor, which is like a parachute deployed underwater to keep the bow pointed into the wind and waves. Breaking waves causes less damage to the bow than from any other angle and the boat is less likely to capsize or roll when facing large waves. A sea anchor can be expensive, however, and takes time and skill to deploy. This is a strategy used for a serious storm that will last for some time, not a passing squall or thunderstorm.

Tech Sailing Talk

(continued)

Heaving To

Heaving to is a time-honored storm tactic preferred by many sailors. The boat is turned close to the wind, the jib (partly furled or smaller jib hoisted) is backwinded, the helm is locked into position and the boat slowly jogs along without turning broadside to the waves, as when lying ahull.

This is a valuable skill for all sailors and it's a good idea to practice it in your own boat to know how best to accomplish it when needed.

An advantage of heaving to is that you don't have to stay at the helm but can go below, if it is safe to do so, or duck beneath the dodger. The boat remains pointed close enough to the wind that it is less likely to be rolled by a breaking wave. In addition, the downwind sliding motion of the hull produces a slick in the water that makes it less likely for a wave to break on the boat.

Heaving to using a sea anchor is one of the best conservative storm tactics. The anchor is adjusted off to one side to help the bow point closer to the wind than when heaving to without a sea anchor, but the boat still drifts back slightly to make a slick. World-traveling Lin and Larry Pardey's video "Storm Tactics" and the book "Storm Tactics Handbook" argues persuasively for this technique and illustrates how it is accomplished.

Running Off

The final heavy weather tactic, used by some accomplished sailors, is to run off downwind. Reduce sail as needed and in the true storm-force wind you can continue sailing downwind "under bare poles" with no sail at all. As the wind increases, the greatest danger is going too fast, even without the sail, in which case the boat may come down a large wave and bury the bow in the back of the wave in front. This may cause the boat to pitchpole end over end or otherwise capsize. To slow the boat, sailors historically trailed long, heavy lines off the stern and modern sailors can use a special drogue for that purpose.

While some sailors swear by running off, this tactic requires constant skillful steering. If the stern is not kept perpendicular to approaching waves, a wave can push the stern around to one side, causing a broach and likely capsize.

Other Resources

These brief descriptions serve only to introduce tactics for heavy weather sailing. Any boat owner who may ever be in a high winds situation, however, should be prepared to take appropriate action. At the minimum, it is important to be familiar with reefing and heaving to. Some resources include:

Start with a good book on seamanship, such as "[Chapman's Piloting & Seamanship](#)" or "[The Annapolis Book of Seamanship](#)".

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February 2018—January, 2019

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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