



Bark Shanty Sail Club

Newsletter Spring 2004 Edition

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- Calendar of Events
- Bylaws
- Club Officers
- Great sailing links
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- Membership info.
- and more

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portsanilacmarina.
com/bssc

Commodore's Message

Greetings BSSC boaters, fishers and partiers.

Another wonderful season of boating fun lies before us. I for one, am excited about the enthusiasm so many people are generating in building our club this year.

We are in the process of redecorating the clubhouse so it will be a friendly and comfortable place to just hang out. We have three sets of tables and chairs so cards or table games have a place to be played. We also have the TV/VCR, and we will be adding love seats, chairs, music sources, book and VCR library.

We have an exciting cruising and social calendar planned and I am especially happy with the growth of racing participation.

Over the past several years, we have jointly held a number of events with the FishPack and a number of them have joined our club. This new membership continues to build an active boating community at Port Sanilac and make the club facilities and resources available to a larger group.

It's particularly exciting this year to be adding a new program reflecting the expanded membership in the club. While the FishPack has been known to crew in a few of our sailboat races, there has also been a few sailors who have gone out before dawn to reel in a salmon or two. Like the race program, there will be specific fishing days and flags will be awarded for largest fish and total weight for the series.

If you know anyone in Port Sanilac Harbor who does not belong to BSSC, or if you meet a boater, fisherman, or anyone who just wants to be a social member of BSSC, please let them know about our club. Or let Judy or me know who they are, and we will extend a welcome to our BSSC family.

Our new officers this year are:

Commodore: Ron Best
Rear Commodore-Racing:
John Budinski
Vice Commodore-Social:
Cathy Neuhoff
Cruising Director: Daryl Beesley
Treasurer/Publisher: Tim Clayson
Membership: Cindy McAfee
Directors: Art Gutowski, Rick Sears
Past Commodore:
Wayne VanHartesvelt

I encourage you to reach out to any one of the Board members with any ideas or suggestions.

Finally, the Board has decided to modestly increase dues this year and adjust them to reflect the club expenses more appropriately. Dues have not changed since 1996 and while we have reduced some expenses, others have increased as well as the need to spruce up and maintain the clubhouse.

I am excited to be your 2004 Commodore, and I intend to diligently continue the traditions and growth of BSSC. If anyone has comments, concerns or suggestions, please bring them to me; I will find somebody to listen. (: just kidding :)
Ron Best

2004 Calendar of Events

Date	Race Program		Cruise	Social
	Time	Race		
Saturday, April 24	1100			Boating Seminar
Saturday, May 8	1200			Splashdown Party
Saturday, May 22	1100	Tune up race		
Saturday, May 29	1100	Holiday race 1,2		Get Acquainted
Sunday, May 30	1100	Holiday race 3		
Saturday, June 5	1100	Spring race 1,2		
Saturday, June 12	1100	Spring race 3,4		Wine cruise? or
Saturday, June 19	1100	Spring race 5,6		Wine cruise?
Saturday, June 26			Kincardine	
Saturday, July 3	1100	Holiday race 4,5		
Sunday, July 4	1100	Holiday race 6		Pancake breakfast Dockbox Hordourves Boat decoration awards
Saturday, July 10	1000	PSM to Port Huron		
Sunday, July 11	1000	Port Huron to PSM		
Saturday, July 17		Mac Race		
Saturday, July 24	1100	Spring race 7,8	North Channel thru Aug. 2	
Saturday, August 7			Bayfield	
Saturday, August 14	1100	BSSC Regatta		Regatta dinner
Saturday, August 21				Wine Cruise?
Saturday, August 29				Sail/Fish Poker race
Saturday, September 4	1100	Sail/Fish Fishing Holiday race 7		
Sunday, September 5				Salmon BBQ, games and awards
Saturday, September 11	1100	Fall race 1,2		
Saturday, September 18	1100	Fall race 3,4		
Saturday, September 25	1100	Fall race 5,6		
Saturday, October 2			Mystery cruise	
TBD				Awards Dinner
TBD				Christmas Dinner

Note that skippers meeting have been changed to 1100 hours. This will give sailors driving up on Saturday morning a fighting chance to get there for the races. Depending on wind conditions, we will either take a shorter break between morning and afternoon races, or race back-to-back races.

The Four Elements of Sail Trim

By Don Guillette. First of a Sail Trim series

How many times have you wondered what sail trim is needed for a particular wind condition and point of sail? Do any or all of the sail trim controls on your sailboat confuse you?

You're not alone as most sailors are confused and intimidated by all the sail trim controls for the mainsail and jib and consequently, either do not use any of them or use only a few. Additionally, many sailors have little or no idea why they are making a particular sail trim adjustment. This article, and others that will follow, will take the mystery out of mainsail and jib trim.

Sail trim is an acquired art and simple to learn and understand but it has to be presented in an easy to understand fashion. Hopefully, I can accomplish that goal. Sail trim is not nuclear research. In other words, it is not a never-ending process.

It's like riding a bicycle - once you learn to ride you're there.

You'll probably be surprised to know that all the sail trim controls for the mainsail and jib are only adjusting four things and they are DRAFT (depth) (belly), DRAFT POSITION, TWIST and ANGLE OF ATTACK. Once you have an understanding of those four elements - you are almost there. Without an understanding of those elements you are nowhere! Incidentally, your twist adjustment is one of the most important sail trim adjustments you can make.

Let's start with the first two elements. Why do we have to understand DRAFT (depth) (belly) and DRAFT POSITION in the first place? We have to understand them because they control three things - POWER, ACCELERATION and DRAG. Drag is actually friction, which detract from power and comes from the rudder and keel. A sail is like an airplane wing and if a plane flew sideways it would be called a sailboat! The planes flaps, in the up or down position, produce a deep shape (like a belly) and are used for takeoff and landings. No flaps or a flat wing create less drag and are used for high speed and cruising. Drag on a sail boat has to be minimized or it will simply detract from your speed.

The first element of sail trim we'll discuss is DRAFT DEPTH. What is draft depth (belly)? It is "the % of sail width at a given point". To understand that definition we have to briefly touch on DRAFT POSITION, which is "the point along the CHORD where the maximum depth falls". This is probably getting a bit confusing, but hang in there with me and it will shortly become clear. I'm not going to define chord but instead give you a simple procedure to get you into the chord ballpark.

I want you to measure the foot of your sail and then mark the halfway point on your boom. In other words, if the foot of your sail is 10' long, mark the 5' position with a piece of tape. From a draft position stand point, that 5' mark is called 50%. The 4' mark would be called 40% and so on. From a draft depth stand point we also want to continue to use the 10' length of foot of the sail. So, if the sail had 1' belly, the draft depth would be called 10%. If it had a 2' belly it would be called 20% and so on.

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Keeping Up with the Pack

As usual, most of the Fish Pack was in the water early this year anticipating another season of good fishing. After hitting a couple of the Boat & Fishing shows during the winter and spending some hard-earned cash on the latest "hot" lures and other fish finding equipment, we were more than ready. The season started with cold weather, cold water temperatures, and a lack of hungry fish. It was late May before the rods on the downriggers started popping and the cry "Fish On" could be heard over the lake. As we started pulling these monsters of the deep into the boat, it turned out that most of them were average-sized lake trout. Where were the elusive big King Salmon?

***How bad was it???** Ed Spencer (Ed's Boat) describes it best. "I was in 4 salmon tournaments this year and it was so bad that I was thinking of raising a sail. At least I would have had something to do! It was so bad that the fish I did catch had to be let go because they would not meet the size requirements. It was so bad that when I was hung up on the bottom I would sit and fight it as if I had a fish. At least I could hear the drag rip which did do me some good."*

We searched high and low all season long, but we never did find where they were hiding. There were a few salmon caught, but not the usual numbers or size. Even though our freezers are not as full as usual, we still had a good time and caught enough for everyone to enjoy at the Labor Day party. So, as the saying goes, a bad day of fishing is still better than a good day at work.

Most of the boats in the Pack fished at least one tournament during the year. There were a couple tournaments in Port Sanilac, one in Harbor Beach, and the big prize money contest in Rogers City. Few fish were caught in these tournaments except for the annual Port Sanilac Salmon Tournament. Keith Swanson on Barbara K smoked everyone the first day by catching a boatload of nice-sized lake trout. He won most weight for the day plus several other prizes for largest fish of certain species. He and his crew did a fine job under tough fishing conditions.

Fishfull Thinking finally managed to cash for the first time in several years of trying. Luck came in the form of a pink salmon that weighed 0.6 pound. We edged out Skip on Skip II My Lou by a couple ounces. Pinks generally get to be about 2 pounds, yet in spite of its size, the little pink turned out to be a \$100 fish. It wasn't nearly enough to cover expenses, but I can finally say that the crew cashed in a tournament.

The Fish Pack also held its annual 33 1/3 Tournament. Each month, May through September, entrants pay a fee to participate. One third of the prize money goes to whoever caught the largest fish for that month, 1/3 goes toward the XMAS party, and the other 1/3 goes to a local charity selected by Cindy who also helps keep track of the tournament. This year we are happy to donate over \$150 dollars to a women's shelter in Sanilac County. Thanks to Cindy for keeping track of the fish, the money and for choosing a worthy organization.

Overall, we have declared Keith Swanson on Barbara K as "Best of the Pack" this year. Between the fish caught in the tournaments and what he caught most weekends, I think he outdid the rest of us combined in total weight. Way to go Keith!

The Pack continues to grow with additions to a few of the families. Our youngest son, Brian, eloped in May, Skip and Lou's daughter, Stephanie, tied the marital knot in October, and Keith and Barb's daughter, Dawn, will join the group of newlyweds Thanksgiving weekend. Congratulations to all and many years of happiness to the couples.

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Club Finances

Since the Board has decided to raise dues, it seems only fair to communicate where the money goes. Below is our dues and expenditures for 2003 and estimated for 2004. A dues increase was considered for several reasons. First, while we have technically operated at a break even point, there has been a number of members who have not been reimbursed for certain expenses that they should have. Consequently, the actual expenditures of the club are somewhat higher. Secondly, the clubhouse needs a bit of TLC that began last year to make it a more inviting place. Much cleanup work has already been done and we are looking for some new furnishings, etc. Thirdly, some of the social events that were subsidized by the club in the past have been cancelled because of the costs and available funds and we would like to reinitiate some of them. Fourth, our membership has gone down the last few years while some club expenses remain fixed. While we are rebuilding membership, we need to reflect the fixed costs among a lower membership base. If you have any questions regarding the budget, please contact Tim Clayson

	Actual	2003 Budget	Difference	2004 Budget
INCOME				
Cruising Dues	0.00	400.00	-400.00	
Fundraising	349.00	0.00	349.00	300
General Dues	2,165.00	2,000.00	165.00	2,400
Misc. Income	71.00	0.00	71.00	400
Racing Dues	0.00	400.00	-400.00	
Fishing Dues				
TOTAL INCOME	2,585.00	2,800.00	-215.00	3,100
EXPENSES				
Clubhouse Improvements				375
Clubhouse Insurance	294.00	300.00	6.00	300
Clubhouse Rent	0.00	600.00	600.00	600
Cruising Flags	68.58	100.00	31.42	100
Fundraising expense	300.00	0.00	-300.00	0
LHYA	75.00	75.00	0.00	75
Misc. Expense	428.10	50.00	-378.10	50
Directory/Newsletter	198.50	450.00	251.50	200
Race Insurance	315.00	350.00	35.00	350
Race Supplies	606.60	200.00	-406.60	600
Racing Flags	165.00	300.00	135.00	150
Social				
Social Expense	1,752.88	200.00	-1,552.88	
Social Income	-1,673.50	0.00	1,673.50	
TOTAL Social	79.38	200.00	120.62	200
US Sailing	0.00	100.00	100.00	100
TOTAL EXPENSES	2,530.16	2,800.00	269.84	3,100
OVERALL TOTAL	54.84	0.00	54.84	0



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We all missed Steve and Marlene Eddy (Mr. Ed) around the docks this year. Hopefully, Marlene has fully recovered from surgery and we will be seeing more of her and Steve next season.

We won't mention names, but someone on the south dock found out the water temperature wasn't very warm when returning to the boat late one evening! A word of advice. If you really want to know if the water is warm enough for fishing that badly, get a temperature probe. It's a lot easier – and safer!

Hope everyone has a safe winter, happy holidays, and that we get an early spring!
Capt. Art

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B\$\$\$ Name

There has been a suggestion raised to change the name of the club to Bark Shanty Yacht Club. Part of the reason is to reflect a broader group of boaters and interests that exist within the club membership. It's also a more common name for our type of club (e.g., PHYC, BYC, SYC, etc.) However, we need the input and feedback from the club membership. The name change would require a change to the Bylaw's and could only be done with the majority vote of the members.

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There is one more piece we have to look at to put this all together. You have to look at the deepest part of the belly of the sail and imagine a vertical line going from top to bottom and intersecting the boom at some point. Where that imaginary line intersects the boom is called the DRAFT POSITION. If it intersects at the 4'5" mark, it is called 45%. If it intersects at 5'5", it is called 55%.

Let's put all this together. Assume the skipper decided that the point of sail and wind condition he was sailing in needed a 20% draft depth and a 50% draft position in order to obtain 100% efficiency from his mainsail you would understand that he wants a 2' belly in the sail and he wants the imaginary line that runs through the deepest part of the belly of the sail to fall at the 5' mark.

The mainsail controls you would use to adjust DRAFT DEPTH are the outhaul and mast bend. Increasing pressure on either of those controls reduces the belly and decreasing pressure increases the belly. The mainsail controls for DRAFT POSITION are the boom vang, Cunningham (or halyard), mainsheet, mast bend and outhaul. Increasing pressure on any of those controls moves the draft position forward and decreasing pressure moves it aft. The next time you are on the water, try adjusting those controls and watch the draft depth and draft position move. It's a trip!

My next article will deal with TWIST and ANGLE OF ATTACK. Future articles will discuss all the sail trim controls for the mainsail and jib. I'll describe each one and tell you how each works. You'll find the future article on tell tails very interesting. If you have any questions about any of the above material, please contact me at yankee3223@juno.com and I'll do my best to answer your question. In fact, if you have any questions about any elements of sail trim, just drop me a note and I'll get back to you promptly.

Don Guillette is the author of The Sail Trim Users Guide and the Sail Trim Chart. His products are available through the Catalina 30 ships store. He also conducts a sail trim forum at Sailboatowners.com

BSSC 2004 Membership Application

Last Name: _____ First Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone Number: _____

Email Address: _____ (accurate emails will allow us to better communicate with you. Please update)

Other Family Members: _____

Boat Name: _____

Manufacturer/Length: _____

Membership Dues

Program Dues

_____ Regular Membership	\$60	_____ Racing	\$25
_____ Associate/Junior	\$25	_____ Cruising	\$20
_____ New Pennant	\$20	_____ Fishing	\$20

Multiple Program Discount—Any two programs, deduct \$10.

All three programs, deduct \$15.

Total Submitted \$ _____

Please make checks payable to Bark Shanty Sail Club

Dues should be submitted by April 15, 2003 to be included in Directory.

Dues should be submitted to:

Cindy McAfee

c/o Bark Shanty Sail Club

P.O. Box 145

Port Sanilac, MI 48469

Bark Shanty Sail Club

P.O. Box 145

Port Sanilac, MI 48469