



FOOT, TACK & CLEW

East Coast Sailing Association

P.O. Box 372054 • Satellite Beach, FL 32937-0054

<http://www.ecsasail.com>

BOAT/US number GA81299B

October 2004



THE OFFICIAL LOG OF THE EAST COAST SAILING ASSOCIATION

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Publicity

Open

General Membership Meeting

Wednesday ~ 13 October 2004 ~ 7:00 p.m.

Satellite Beach Recreation Center (565 Cassia Blvd)

Latitude 28° 09' North, Longitude 80° 36' West

October Program

ECSA Member Jack Schearer
will be sharing information about
the Naval Cadets program

OCTOBER Calendar of EVENTS

8	MYC	Fall Rum Race #5
9	PAFB	Manatee Cove Race
13	ECSA	General Membership Meeting
15-17	MYC	Small Boats Regatta
16-17	ECSA	Marker 21 Fish Fry Cruise
20-24	MYC	Fall Regatta
22	MYC	Fall Rum Race #6
31	MYC	Dinghy Racing

NOVEMBER Calendar of EVENTS

		St. Pete Sail Expo—Nov. 4 – 7
		SSCA Gam—Nov. 5 – 7
6	ECSA	River Challenge
7	ECSA	Fall Women's #1
7	MYC	Winter Rum Race #1
13	PAFB	Offshore Race
14	MYC	Winter Rum Race #1
20-21	ECSA	PINEDAVILLE Cruise
21	MYC	Winter Rum Race #2
27-28	MYC	"No Frills" Sunfish Regatta
28	IRYC	Fall Race #4
29	MYC	Dinghy Racing

Foot, Tack & Clew is the official newsletter of the East Coast Sailing Association and is mailed to the membership each month or available at <http://www.ecsasail.com>.

The opinions expressed herein are those of the authors and not necessarily those of the East Coast Sailing Association.



TREASURER'S REPORT

by
Clint Braswell

View from the Commodore - cont'd...

From page 2

Note from Treasurer:

Due to the activities associated with the last two hurricanes, no checks were written or deposits made during the month of September. All income received and expenses incurred will be reported in October.

Expo, our annual blow out party Pinedaville!, and of course Thanksgiving and Christmas are just around the corner. All of this in addition to our regular schedule of races (with schedules being juggled due to the storms) and cruises. Please be sure to keep an eye on the newsletter and the web sites for the latest news on these events.

I would be remiss in my duties as Commodore if I didn't remind you that, if you haven't already sent your membership renewal in for 2005, please get that check in the mail right away. If we haven't heard from you by October 31, you will be removed from the membership roster. Please don't let that happen, each of you are important to the organization and there is so much that we can all share.

Let's all pick ourselves up from these difficult past couple of weeks, dust ourselves off and move forward. Get out, go sailing, and have some fun.....you all deserve it!

Be safe, and see you on the water!
Dave

Income Statement

Fiscal Year

Balance Sheet as of: Sept 30, 2004

Assets

Checking	4905.06
Restricted Cash (Lasowska Fund)	942.00
Security Deposit	<u>100.00</u>

Total Assets

5,947.06

Liabilities & Net Worth

Unrestricted Cash	5,947.06
Net Income	<u>(0.00)</u>

Total Net Worth

5,947.06

MARK YOUR CALENDAR!

Join us for our Annual Award's Banquet on Saturday, January 8, 2005 at the Holiday Inn—Cocoa Beach. Look for the registration form in the November FT&C.



Member's Classifieds

FOR SALE: Commercial Singer Sewing Machine includes approximately 25 yards of Blue Sunbrella fabric. Asking \$375. Contact Noel Bauer 321-255-6922.

FOR SALE: 27 O'Day. 1988 Sailing/Cruising vessel. Light use, covered storage. All amenities, New Honda 9.9 outboard, Pedestal steering and integral GPS/VHF. New bimini and dodger. Lots of extras. \$13,500. Call 321-799-0746



SECRETARY'S REPORT

By

Donna Hartley Oyer

EAST COAST SAILING ASSOCIATION GENERAL MEMBERSHIP MEETING

The September General Membership Meeting was cancelled due to Hurricane Frances.



Dues are now Due....

Did you notice a green highlight next to your name on the mailing label of this month's FT&C?

If so, we have not received your dues as of October 1st.. Unfortunately, if your dues are not received by October 31st, you will be removed from our mailing list.

Please help support our organization and submit a check for \$35 to the address on the front of the FT&C as soon as possible.



JOIN US FOR OUR 2nd ANNUAL MARKER 21 FISH FRY October 16th & 17th

It's time to get back out on the water and also relax. Anchor off of the island at Marker 21 on Saturday and dinghy ashore. Bring chairs, beverages, plates, utensils and a side dish to go with the scrumptious fish fry that our host, Linda Dawson will be providing. Dinner will be ready around 5 p.m. Enjoy an evening campfire and roast marshmallows.

Sunday a.m. join the gang for a potluck breakfast on shore. Then enjoy a nice relaxing sail home.



Welcome New Members

Fred & Carmen Adame
4199 Wexford Drive
Viera, FL 32955-5609
321-635-9455
Fredadame@mac.com
Astrea Cape Dory 31

Gary & Donna Assante
2616 Kingsmill Avenue
Melbourne, FL 32934
321-151-7706
Undathac@yahoo.com
Madaline Dufour 28

Randy & Donna Ostrander
1235 Goldenrod Circle NE
Palm Bay, FL 32904
321-956-4142
Rbo4u@aol.com
Naver 28

Edward Wierback
Telemar Bay Marina
1399 Banana River Drive
Indian Harbour Beach, FL 32937
Miracles Gemini 34

Mike & Dee Wilson
625 Barcelona Court
Satellite Beach, FL 32938
321-779-5000
Mike-dee-wilson@att.net
Zephr Catalina 27

Hurricane Preparations

Several of you were kind to share your thoughts of what worked, what didn't, etc. after Hurricane Frances. You will find some of these submissions within this newsletter. Unfortunately, we didn't have time for an update or to receive all of the submissions since Hurricane Jeanne arrived so quickly after.

Please feel free to share additional insights, etc. for inclusion in the next newsletter. Just e-mail them to bmerch@cfl.rr.com. Thank you.



CRUISE QUARTERS

Pinedaville is coming...

November 20th & 21st

Lake Shepard August Cruise

By Ron Tyre

Lake Shepard was empty of ECSA cruisers this year. However, two dinghies showed up with Capt Dave Merchberger and Capt. Jacob Sparrow (8 years old) and first mate Kay. Twenty-four came by car and one by bicycle. Some took a dip in the pool and some gathered in the shade on the pool deck telling tall tales.

Appetizers were shared as all watched menacing black wind clouds approaching in the distance. We decided to bring out the food early before the storm. Fortunately it came with a cooling wind, but no rain. A delicious ham was provided with appropriate side dishes. Most of the guest lingered after dinner enjoying the cool evening. Those attending by land were:

Karen Coleman (bicycle) and Joe Coleman
Joe & Wanda Luthman George & Emalyn Utting
Don & Rhoda Bosley Clyde & Judy Crouch
John & Loretts Schnitzius Warren & Nancy Abbott
Robin & baby Jessica Grace Braswell
Bob & Adrienne Goldstein Phil & Jean Freeman
Ron & Kay Tyre (hosts) Simon Koumjian
Merlin, Marcia & Casey Clark
(Prospective new members)

ISLAND PAJAMA PARTY!!! COSTUMES ARE MANDATORY!!!!

Join us for:
KURT'S KARAOKE
CROWING of the NEW KING & QUEEN
BEST COSTUME CONTEST
MULLET TOSS
DINGHY RACE
CONCH BLOWING
LIMBO
PASS THE FRUIT
HERMIT CRAB RACES

GREAT PRIZES
DELICIOUS FOOD
BAHAMA DONNA'S

COME BY BOAT, CAR OR DINGHY!
SCOTT'S COVE
*(East side of the Indian River
just north of the Pineda Causeway)*

*The Schedule will be posted
in the November FT&C*

Lessons Learned... Hurricane Frances

I'm usually berthed at Diamond 99 but had to anchor out for Frances. Finally got out to my boat last Wednesday. Dead fish in the cockpit. I had 30' of 7/16 chain attached to a 9/16 nylon rode with chafing gear and a 32 lb Bruce. This rig chafed through and the anchor is lost. The other rig was a similar nylon rode shackled about half way along a 100' 3/8 chain with a 25 lb CQR plow. This, too, chafed through but the chain ran out of the chain locker and held. This is what saved my boat. I'm back in a slip but need a dingy to get from the slip to the shore because the pier is damaged. Next time I'll use all chain and shackle it to a deck cleat. I think the catenary in the chain should be enough of a shock absorber. One disadvantage of chain, and a heavy anchor – pulling it in!

- Fred Adame

Lessons Learned... Hurricane Frances

Dear All,

My favorite Captain, John Lynn, advised me to put my 27' sailboat, Thumbelina, as high as possible on her boat lift and tie her tight to the lift. It worked. She is still standing tall even though the planks of the dock are washed away. He also told me to chain my fiberglass dinghy to a tree and fill it with water. It's also 100% A.O.K. Thanks John! Also, if anyone wants any dock pieces, platforms or boards, my backyard is full of them--come on over!

From—

Denise Hoffman 5559 U.S. Hwy. 1
Rockledge

Dear ECSA,

First of all, we decided to stay at home and watch the boats and the house. I set up two anchors in tandem to the northeast on an east-west canal and had six lines to dock and seawall, my sailboat being the windward boat to the storm. My 20 ft motorboat was to the rear of the sailboat with 4 lines to dock. Ben Blythe's boat was at the next dock downwind from the motorboat. we had rigged two lines and chain to the bottom of a piling across the canal and under the boat to the cleats on the starboard side with this side to the dock. This helped keep the boat off the dock quite well. The wind was NE at the beginning of storm pushing the boats against the dock and later shifted southeast later and thus pulling the boats off the dock. During Saturday night the gusts were about 100 mph and all boats did well.

Bob White

Hello,

My O'Day 30 made it through without a scratch. It is docked at Marina Isles. By the time I attached all of the extra spring lines, etc., I had 13 lines attached. I also removed all the sails, bimini, dodger, etc.

A friend of mine has a 34' Irwin that he doubled anchored on the south side of the Pineda Causeway, east side of Indian River along with most of the boats from Diamond 99 marina. His boat is now on the rocks on the East side of the River down toward Pineapple Ave. Fortunately it appears to be salvageable.

Regards,
Steve Gailey

From Charlie Mann—

What I'd like to let everyone know is that we "West Marine" try to hang in as long as we can and open as soon after a storm as possible to help with any boaters prep or emergency repair needs. I'd also welcome any suggestion on what we could do to help reduce the stress that these events cause for all of us who own boats.

The best tip I can offer is to speak to your neighbors in the marina or on the canal about what their strategy is for the storm and then offer to help them. It may actually be your boat you are saving by making sure their boat and property is properly secured. Not to mention it's just being a good neighbor!

In the 150 miles of FI east coast I cover the number one cause of damage was exposed marinas or mooring fields. Ft Pierce municipal marina was decimated. Stuart FI municipal mooring field lost nearly 50% of it's boats in the area with the worst NNW exposure. All of these boats would have fared better if they had been in a less exposed area on their own ground tackle.

Dear ECSA—

I know this is a loaded question you asking help with and one that is different for every sailor. We choose to move the boat to the spoil Islands and tie up to the Mangroves using a stern anchor to keep Nessa somewhat off the Island and then use every available line to web Nessa to the Island. I had only 100 foot of fire hose to prevent chafe but was unable to cut it with the tools on board I.E. Shop scissors/ serrated knife Etc. I now know that a hacksaw works well and yes I had this tool on board but my frustration with the previous tools mentioned had me searching for a substitute material. All things happen for a reason so they say, the substitute material was a cut up sponge that worked excellent I may add. The boat survived with only a few scratches that blends in well with all the others. I hope this helps and wish every one a quiet rest of the hurricane season.

John Carter and Crew

Lessons Learned... Hurricane Frances

We survived OK with all boats intact and no dock damage. Right here on the Indian River/ICW that had seas crashing over the dock and seawall. Some damage to the house screen enclosure trees and yard. Here is what worked for us:

Docks:

Use ONLY 3 Inch SS Screws to secure planks. Triple screw at each stinger crossing. Make sure if you have a dock roof you are braced for "racking" and the roof rafters have good galvanized tie straps to the poles. My dock suffered no damage other than a few lost shingles...the docks on either side used nailed planks and both were completely destroyed.

Smaller boats and Dinghy:

I had the inflatable secured very well up into the inside roof of the dock. (Have a pulley system to hoist it up there). Out of the way, out of the wind. No damage. I put the rowing shell in the yard tied to a tree and filled it full of water. Weight with water about 300#. No damage ... did not budge.

Power Boat 21 ft Outboard:

On a lift on the covered dock. I raised the boat as high as possible...about 5 ft above the normal river level. It was secured fore and aft with a total of 4 pull DOWN lines secured to cleats on the dock poles. I adjusted the pull-down length so each line was in good tension. When the boat was at full height. This kept the boat from swinging in the wind (especially when the wind hit the boat broadside as from the SE). No damage. My two adjacent neighbors both suffered total boat losses. One was too low and was ripped from the tie downs by waves and crashed into 3 docks down wind before breaking up. The other was allowed to swing which rubbed and chafed through the lifting strap and sank with the bow still out of the water held by the bow lift wire.

Second Wind C&C 43 Landfall on a mooring in the ICW 2 mi North of Pindeaville: Removed jib from furler. Main still on but well lashed and tightly covered. All other canvas bimini, wheel cover etc. removed. All vent cowls reversed to point sternward. Main mooring. 2 x 70# Danforths pre set NW and SE (along the ICW) in sandy mud bottom. Both Danforths had 1/2 inch chain approx 30 ft long. 10 ft of 3/4 in

chain from their junction to a 3/4 in swivel. From the swivel 20 ft of 1/2 in chain to the mooring buoy. From the mooring buoy 2 x 5/8 in x 15 ft braided nylon with double fire hose chafe protection at the bow chocks.

Backup anchor 66 Lb Bruce with 200 ft 3/8 in chain. This secured to the Head stay fitting (to remove tension on the windlass) and also with two 20 ft 3/4 in Nylon snubber lines to cleats amidships. The Bruce was preset (using the power boat) with the anchor to the NE at right angles to the other two. The Chain (loose) was secured by break away lines (1/8 in Nylon) to the stanchion bases about 8 feet back from the bow to avoid chafing the main mooring.

I wasn't here to see the sequence but here is what apparently happened. The main mooring held initially but when the wind shifted to the SE it apparently failed by wearing THROUGH the 1/2 in chain from the mooring ball to the swivel. The mooring lines and part of the chain were still on the boat. It looked as though the chain failure was caused in part by link weakening by rust (this part of the chain is usually covered in barnacles). There was also evidence (fresh wear marks) the chain chafed itself heavily with several worn links.

When the mooring failed the Bruce took up the load. Both snubber lines eventually chafed through (probably could have use more chafe protection on these). Then the Bruce put all the load onto the head stay fitting which held undamaged. The bow roller where the chain passed now looks more like a "D" with a large flat where the chain chafed (probably when the snubber lines were "snubbing". The Bruce is now so well "set" it will probably become part of the permanent mooring system. (assuming I can find all the chain down there with SCUBA!).

The auto bilge pump on the sailboat failed after it sucked up a tie wrap tail from the bilge and clogged the pump valve (Par pump). There was significant bilge water (still well below damage level) probably from both rain and leakage from one hatch that wasn't sealed very well.

Lessons learned:

? Don't skimp on Stainless dock screws.

(Continued on page 8)

Lessons Learned... Hurricane Frances

(Continued from page 7)

- ? Keep boats on lifts as high and "tight" as possible. Put small boats high in the yard full of water.
- ? Have backups to anchoring systems with as much chafe protection as possible.
- ? Try and rig backups with chafe protection and break away lines to avoid chafing the main line.
- ? Inspect mooring chains more often especially where they have barnacles for rust and weakening.
- ? Have two automatic bilge pumps and don't drop tie wrap tails into the bilge!
- ? Make sure all hatches secure tightly and seal. Use duct tape if necessary on high exposure hatches.

A wish for more fairer winds!!!
Rick & Marcia Muething S/V Second Wind.

The highest winds for Frances were in Cape Canaveral and exceeded 120 knots. Naturally, with the whole world to choose from, my Sabre 38 was hauled out at a yard in Cape Canaveral during this hurricane. My other boat, a Morgan 32, was in the water three miles away in a great hurricane hole. Both were thoroughly prepared for the storm. The eye of the storm passed just to the south of us, meaning the predominant winds were easterly. It was a slow moving storm, and the winds lasted for a long time, well over a day.

In the water, the Morgan came through without a scratch. At the yard in Cape Canaveral several boats were knocked from their stands, and the marina's paint hangar was destroyed. The Sabre, securely tied down in the yard, seemed to be the safer of the two boats. However the relentless, long lasting, and brutally strong winds that blew continually from one direction were able to bend the mast on the Sabre. With the Sabre securely tied down, the lack of give or ability to roll with the gusts may have been a factor. By the way, the word 'gusts' is very inadequate, 'overwhelming shrieking' is better.

(Continued next column)

It just goes to show, there are no guarantees with boats and hurricanes. Gather the best advice you can and make your best preparations, but at some point it's going to be out of your hands and you just have to hope for the best.

Bill Blalock

1. EVACUATE. We did, noon Thursday to Switzerland, FL near Jacksonville. where daughter Jen and her husband Marc shared their large brick home. Damage was light compared to the scenery on our return drive home nearly a week later. We recommend following evacuation orders: but plan for alternate destinations if possible.

2. CLEAN-UP. Cocoa Beach was quite a mess. Jen and Marc arrived ahead of us and started clean-up. Aluminum roof over our patio had a number of wrecked panels. One cedar tree down and other trees leaning SSW. Ceiling in garage wet and peeling. Fence broken. Some broken screens on pool enclosure. Solar heater clamps broken on panels. All food in refrigerator and freezer destroyed. Computer crashed (even though unplugged).

3. WATERFRONT. Canal was a mess with floating debris which I partially removed in three dinghy loads. (Our Keep Brevard Beautiful training!) I know there is considerable sunken debris.

4. BOAT. Was secured with doubled deck lines to two mooring posts outboard, dock and trees inboard. I tried to achieve equal strain on all lines. Even so, all were considerably stretched. One foot of fresh water in the bilge/cabin sole is all the damage. Two other neighboring sailboats broke free and were captured at the south end of the canal. One had shredded roller-furling jib, and I have seen four other examples of this; caused by poor securing of jib lines. Best to remove sails and canvas. Tie boat four ways across canal if no mooring posts available.

Happy Hurricane Healing!

Warren and Nansea Abbott



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ECSA NEWSLETTER AD RATES

SIZE	1MO	3MOS	6MOS	12MOS
1/8 page	10.00	28.50	54.00	90.00
1/4 page	18.00	51.00	90.00	144.00
1/2 page	30.00	84.00	144.00	228.00
Full page	50.00	135.00	240.00	360.00



ECSA 2004 Race & Cruise Schedule

Date	Event	Contact
Oct 16 - 17	Marker 21 Fish Fry Cruise	Dawson
Nov 6/7	River Challenge/Fall Women's #1	Lacy/Beckett
Nov 20 - 21	Pinedaville Cruise	Oyer
Dec 5	Fall Women's Race #2	Beckett
Dec 18	Holiday Boat Parade Cruise	Jacobs

Stay Tuned for 2005 events to come....



EAST COAST SAILING ASSOCIATION

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