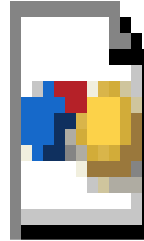




Propeller and Sail

Ketchikan Yacht Club Newsletter

April 2007



**MAY MEETING IS THE 1st
AT 7:30 PM, with a
potluck starting at 6:30 PM**

Current Soundings

Ports and Harbors Report

A quick check with the Ketchikan Harbor Master's office indicates that the work needed to be done last year in Thomas Basin was completed, and with the addition this spring of a new ramp and dock at the separate transient float across Ketchikan Creek from the club, construction in the Thomas Basin area should be done for this season. There is rumor of a realignment project for the ramp closest to the club house, when we don't know, but not this year. This realignment will be fairly major, as the point is to add an 80'+ ramp to the access, and end one of our handicapped access problems in Thomas Basin, particularly at low tide.

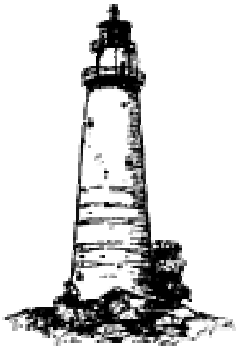
In Memorium.....

KYC has lost 3 members in recent months. Two had been ill for some time, and their passing is a loss to our club. We appreciate the contribution all made to the club as active members.

Bud Charles passed here in Ketchikan, December 13. He was a charter member of KYC, and an article will be published next month about him and his life. He is survived by his wife, Pat Charles, club members Don and Chris Charles, as well as other children and grandchildren.

There will be a memorial service for Dianne Hovden, the afternoon of Saturday, April 21st at KYC. Her husband Jack wants to prepare a barbg afterwards, all members are welcome. Diane took a turn at the KYC helm as Commodore and had been living with her husband Jack in Craig.

Herb Lee, 79, passed April 5, San Antonio, Tex. He is survived by his wife Shirley. Their vessel the "Leeward" has been moored at the club when they weren't at their home in Myer's Chuck. Their good friends Jack and Sheila Engstrom were responsible for bringing them into KYC, where they occasionally were able to help with the summer breakfasts. Memorial Services will be held in August in Myer's Chuck.



Commodore's Comments by Tom Thompson

The boating season is here! Days are longer and everyone is working to get their boats ready for the summer. Sailing season begins Wednesday the 18th with the first of two practice races. I stopped by the club tonight and was pleased to see so many people there for the sailing ground school. It's exciting to see new people come into the racing fleet.

The Coast Guard Auxiliary is available to do vessel safety exams. If you pass the exam you get a decal for your boat that will tell the Coast Guard you have passed a safety Exam. They very seldom board a vessel with a decal. If your boat doesn't pass they will identify the things that need to be corrected and will return when they are. Their mission is to help you make your boat as safe as possible.

Summer also brings the Friday barbecues and Sunday brunches. I hope to see you there.

Upcoming Cruise Ship Activity

The Cruise Ship calendar is in the final form, and it appears the first ship in will be May 5th, during Festival of the Sea activities. Coast Guard Security rules are in place during the cruise ship season, so keep your speed down, yield to the tonnage, and don't get in the way of those little orange boats with blue lights, sirens and machine guns!

Volunteer(s) Needed

KYC needs some help in setting up and ordering logo themed supplies for the club. This could be 1 or more persons, with an interest in finding, keeping in stock, and selling men's and women's hats, coats, jackets, pins, burgees, and anything else that might sell through the website and at the clubhouse for those passing through. We have a need and right now would be great time to get started, the season is here, and the shelves are bare. It is a budget line item, funds have been earmarked for inventory, we just need someone to step forward. Could that be you? Contact Marvin Davis, Deb Davis or Tom Thompson.

Extra Equipment left over from computer upgrades...

KYC has a laptop computer, Gateway 2000, running Windows 95, 32 MB Ram, 2 GB hard drive, with software, fully operational, but badly outdated for the club's needs. Has all required software, and works great. Suggestions?

Upcoming Events

Get Ready for the Commodore's Ball, to be held the first weekend of May. This year it is being held at Salmon Falls Resort, May 5th. That's all we know here, information about the event has not been forwarded. Contact Tom Thompson for more information.

Check out the website, it is almost finished!!

We have updated the website for KYC, many thanks to Brien Lieb for his volunteer work. We have added several new features, and will be adding content as it is finished. Bear with us, we want this to be a resource for anyone in the area, or coming through. If you have additional ideas, please let us know at either info@ketchikanyachtclub.org, or mail them to us at PO Box 6694. We have been trying to keep the best of the last page setup, and add a bit more content about the club, our membership and it's activities for the public.

Ole and Lena died and went to heaven. As they experienced all the joys of heaven, Lena remarked to Ole, "It is so vunderful here Ole. Yust tink, ve might have got here years earlier if ve hadn't started eating all that oat bran."

Club Projects for the Year-Update

Work is still continuing in trying to get improvements made to the main float 2 walk way. Many are aware that we have had a creosote problem on portions of the dock walkway, and we are working with the harbormaster to try to get a waiver on the type of material that can be used, or who even does the real work of putting in the decking, if the City supplies the materials. This may take longer than expected.

Internet access is now available at the club house. Wireless is being added, and a daily donation will be welcome from visitors to help defray overhead. We are trying to add amenities that will make KYC a destination of choice, hopefully our visitors will help make this worthwhile.

DOCK TALK

We think it's spring, at least somewhere else in the world. Ketchikan, and the rest of SE Alaska this year have experienced winter weather that is outside the "norm" of the past few years, and more like the "good ole days" of memory, at least for those of us that have been here in SE for more than a few years. "Out like a lion, in like a lamb" seems to apply here. At this writing in late March, we have experienced daily snow showers, gusty winds, some blue skies, rain and hail showers, I guess the daily weather pattern common to March and early April. For those of you reading this from other locations south of here, it's not time to return yet.

The time change recently helped, it seems like a longer day when there is an evening to enjoy, and a little more light to work outside. It also reveals that there is a bit of work to be done dockside, and a work party is planned in a few weeks to do some club work, and maybe have something on the grill while we have a "swap meet/dock sale" at the same time. Dig around in the garage, storage locker, bilge or galley, and let's exchange some of the unused items for someone else's unused items. We will send out an announcement as to the exact date.

Judith Anglin reports that she has been in contact with Larry McQuarry in Saltery Cove, eastside of POW. He and his wife have hosted a Memorial Day layover in recent years, and it has been enjoyed by power boaters and sailers alike as a wonderful first event of the season. They have renewed their commitment again this year, and it will be undoubtedly a fine cruise again. Last years event was an unqualified success, the weather was good, and the hospitality extended by Larry and Patty was marvelous, and the area is beautiful! Beach combing, exploring, and poking around are just some of the things enjoyed, as well as shrimp, bottom fish and if you're lucky maybe something bigger.



Welcome back Larry Meehan, who is now in residence aboard his S/V Evado. Rumor has it that he might unofficially start the Sunday am clubhouse breakfasts soon, in previous years we have done this with an 8:00 am -10:00 am window for breakfast.

The following is an e-mail received from Darlene McAllister, now in Dora Bay, formerly in Mink Bay. She runs a radio link for the boating public every summer, which allows communication between boats here in the Inside Passage to send/receive messages via radio. More about the service in the next issue.

Hi To All From Darlene

I sure hope winter went well for everyone. I did not do a lot of e-mails got lazy. As you can see not everyone is on this list. Then you will notice a few of you will not be coming this way. I want you all to know I think of you anyway. I am looking forward to this year and hearing from you all. Do remember the 6:30 am Alaska time, on the band I can pick you up as far South as California at times. I will be there everyday from 6:30 till 7:00 am Alaska time. Then Barb will start in with her roll call. Things start out slow. I will ask for boaters that are underway or getting ready to get underway to call first. Then go from there. I will not be going to the 40 meters unless there is a need for it. Any idea's or comments are welcome. The net is a net because of you all and I am proud to be a part of it. Hope I can be of help to you if need be. I will start coming up everyday Monday April 16th on 3.870 at 6:30am Alaska time. That's 7:30am for you folks south. I'll be listening for you. Barb will be up at the top of the hour with roll call.

You are welcome to use our e-mail address for friends and Family to keep in touch. We do not have a phone out here. Address is WL7CUO@winlink.org I will be glad to get/receive a message for you. Hugs to you all Darlene and Floyd at the Shack in Dora Bay. Northern Net Control

Let us know via info@ketchikanyachtclub.org if you have news or happenings that would be of interest to others in the club, or have the scoop on something we all should know about.

Ole says, "It's a shame dat da people who REALLY know how to run dis country...are too busy driving taxis and cutting hair for a living."

RACING SCENE

TO ALL SKIPPERS AND CREW : Skippers Meeting April 11, KYC Clubhouse, 1730-1830 hours! (Also available online)

The 2007 racing season is about to open! To prepare, the Race Committee has prepared the Race Packet to hand out to all skippers at the KYC clubhouse on April 11, 1730 to 1830 hours. We have made some additions to the courses that you will want to know about before you race.

If you cannot attend as a skipper, you may designate a crew person to attend for you, in order to get your Race Packet.

The Race Packet includes the 2007 Race Calendar, with 3 new long, weekend races for bigger boats, some new, temporary marks, several new short races, the registration forms for skippers and vessels, the race instructions for all races and a US Sailing protest form.

Fees are the same as last year and must be paid for the entire season in advance. The early-bird discount is available until April 30, 2 weeks longer than last year, and is a substantial savings over the regular fees if paid *after* April 30. No exceptions; you have 2 extra weeks to get your discount this year.

Please bring a checkbook to the skippers meeting and be prepared to complete your registration forms there.

Following the 1-hour skippers meeting, Judith Anglin is hosting the last session of racing videos, from 1830 to 2000 hours. This program has been ongoing for about 6 weeks, and has resulted in a group of about 12 new people who are truly interested in learning to sail and very hopeful that they can sign on as crew.

The videos have ranged from beginner sailing lessons to heavy weather rescue, to trim and tactics lessons, all narrated on excellent teaching videos. Judith has conducted these video sessions on her own, in hopes of generating more interest in our racing program, and to provide new people an opening into participation in our racing program. Thanks, Judith and KUDOS to you!

As skippers, you may benefit by meeting the people who have been coming to the video teaching sessions, for crew for your own boat, so we encourage you to stay for the video session and meet them. Bring a brown bag if you would like to eat dinner while watching the videos.

I hope to see all boats represented at this meeting. Practice racing starts on April 18, weather permitting. See you all on the water!
ml dahl, Race Committee Chair

FOCUS ON THE MEMBER.....

IS IT WORTH IT? –Part 2 by Jim Eakes (A continuation of the story about the *Gracious Lady* from last month’s edition).

It’s March, 1991 & the “Gracious Lady” is back in business with a brand new Cummins diesel engine. A new start, so to speak, for her; originally built by Willard in Costa Mesa, CA in 1961 with a gross tonnage of 13 tons, 32.5’ length, 11’ wide and a depth of 4.7’. She was strongly built with a fir keel and stem, Honduras mahogany frames and planking and a wheelhouse framed with fir and covered with 3/4” plywood, fibreglassed over. Relatively narrow and deep and rolls quite a bit but comes back quick. When the bell starts ringing by itself we always say it’s time to alter course and head into the weather a bit more even though it makes for a longer trip.

Should have altered course a bit sooner as we approached the pass between Hamm and Annette Island from the north in July 1997. The tide was pretty high at the time and the reef on the Annette shore was covered but “not quite enough”. With our daughter Laura & her fiancée and two good friends from Oregon, we were just getting started on a 3 day trip when “WHAM!”. Laura’s poem written by the campfire on that nice Hamm Is. beach explains it all:



Sit right back and you’ll hear a tale, a tale of a fateful trip.
That started from this rainy port, aboard this wooden ship.

The mate was a mighty sailor man, the skipper brave and sure.
Five passengers set sail that day for a 3-day tour, a 3-day tour.

The tide it started getting high, the wooden ship hit hard.
Thank God for the Kokamo, which was within 10 yards.

They tied us up and pulled us in, Thank God the shore was close.
All passengers were safe at last, although a bit morose.

I built a fire, Dawn tied us up, our girl scout skills impressed.
We cooked some food and drank some beer, our patch crew was the best.

The tide went out, the patch was made, the crew they did their best.
She floated high, she floated dry, and Kokamo did the rest.

She towed us back all safe and sound, Our 3-day trip cut short.
But there’ll be another you can bet’, fish and clams we’ll be back to get.

A 3-day tour, a 3-day tour.....

So, there we were back on the shore @ Air Marine Harbor; 3 planks on the port side crushed in and ribs broken and cracked; the engine drained and filled with diesel. But you know, we drained the diesel out, cleaned the starter and alternator, squirted a lot of WD 40 everywhere else and started that engine right back up. More to go on the electrical and instrumentation but that could come later; we've still got a big hole in the side of the boat!



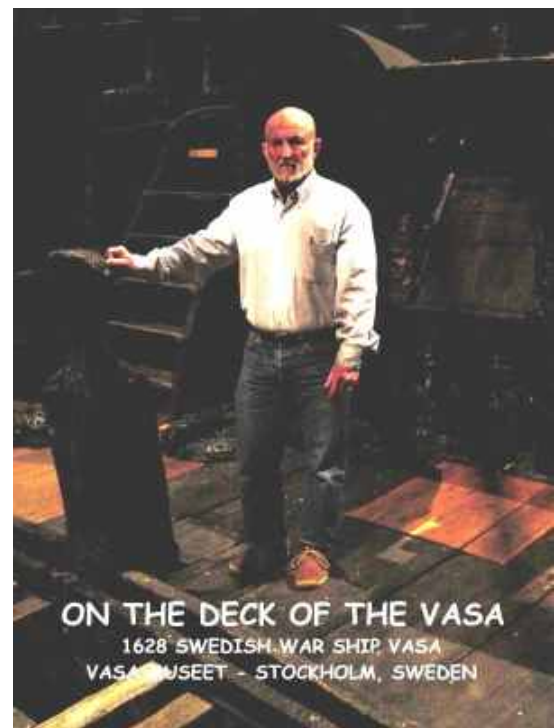
Shipwright John Balch and I got the ribs put back together and replaced the broken planks and by fall the "Gracious Lady" was in the water and back in her slip in Thomas Basin. It took all winter to get her rewired, instruments and appliances cleaned or replaced and many shake down runs to chase all the leftover corrosion problems sneaking up on us. This was good but we're still getting older and a wood boat ages just like people. The bulwark stanchions, (extensions of the ribs/frames), were getting soft where they come thru the deck and this is NOT a good thing. For the "rest of the story" you'll just have to wait for the next newsletter to find out what happened to them.

(Conclusion of this story in the last issue for the season next month).

LOCAL NAUTICAL RESEARCHER WITH FAR AWAY INTERESTS!

Louie Bartos, one of Ketchikan Yacht Club's racers (Scoundrel) of long standing, is not only interested in modern hi-tech sails and sail design but also involved in the historical aspects of sail. For many years he has been completing a volume on the *Evolution of Sails and Sailmaking Between 1600 to 1820*, but with new discoveries of 17th century sailmaking, delays have occurred. For more than 20 years, his research in this work has gotten him directly involved with several projects far removed from Ketchikan. Louie gave a talk and slide presentation a little over a year ago to members at the monthly meeting about his work.

One of these projects is the Swedish Warship VASA-1628, now residing in the Vasa Museum, Stockholm Sweden. In 1628 this ship sank in Stockholm harbor on her maiden voyage. To him this ship is very important, since the research on sails from this ship is the starting point for his book. In the very early 1960's the ship was brought to the surface and the ship and all its many artifacts have been in the process of preservation.



Early on, seven of the ship's sails were found in one of the lower decks and fortunately, the sail remnants were preserved. Several cursory research documents were initially published on the sails but not much else. Four years ago, Louie was selected to be a member of a team of researchers that were to study the many facets of ship and its workings. His area of expertise being sail making, he was chosen to help analyze the sails, sailcloth and sail making of that period and then compile any related research. His work on the Vasa and its sails is only a part of a larger effort by the Vasa Museum. His manuscript will be part of the second volume that is one of six volumes to be published on the ship. After several lengthy trips to Sweden his work was completed in the fall of 2006. Since these are published in Swedish, the only way to get more information on these sails is to ask him since little information on them is available in English or to the public.

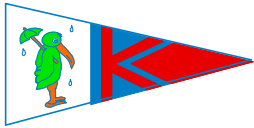
Louie related one very interesting and thrilling happenings during this research, of which there were many, and which space here does not permit more to be included. "One day that was exciting was the day I opened six small boxes that were on the bottom of a larger wooden box that contained some very precious and very old model sails. The sails were from an Swedish Admiralty model, a model of the highest standard of accuracy. The large model was made around 1650 to 1660 and was of a possibly proposed warship "AMARANTHE" which now resides in the State Maritime Museum in Stockholm. In 1890 the ship was suffering from decay so one Admiral Hagg of the Swedish Royal Navy took on the reconditioning of the model. He was one of the very few that strove for thorough accuracy in the rebuild. Most of the time the old sails and rigging are disposed of after the model was reconditioned, but not Admiral Hagg, he carefully preserved everything in small boxes or wrapped tightly in tissue and placed in a large wooden box and had the lid screwed down. I found a reference about this ship written by Admiral Hagg, and I was very curious regarding several of the things he had written and drawn in the document. I mentioned this to a friend connected with the museum and a few days later I was told that the box had been located. I opened the box, located the sails preserved in smaller boxes, a very exciting time for me, model sails made by, at that time, a master sailmaker in the mid 17th century, preserved in a box in 1890 then opened in again in 2005. These sails did prove several early sailmaking methods that have been disputed for many years because no one trusted the model sails being replicated accurately. My question was, why hadn't these doubters investigated this problem like I had, I guess when you're an expert you don't have to. "

Louie's work and interest in sails has led him to other projects also. He is also a consultant regarding the sails for the 1655 Dutch Warship, "SEVEN PROVENCES". He says with a laugh, I am very lucky on this project in that I don't have to make any sails, a very good friend and master traditional sailmaker is to be the foreman.

After more than twenty years of lying idle, he is finally writing the book(let) *The Making of a Sailor's Traditional Ditty Bag & Sea Bag*, a comprehensive but simple to follow book on the details of planning, cutting, sewing and finishing both the ditty Bag (three variations) and the sea bag. Louie collected data over a period of many years from random investigations on approximately 200 pre-1940 ditty bags in museums and private ownership, some bags dating from the early and mid 19th century.



AND OUR THANKS TO.....



Ketchikan Yacht Club
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Ketchikan, AK 99901
Founded 1933

DON'T FORGET TO CHECK WWW.KETCHIKANYACHTCLUB.ORG FOR CALENDARS, EVENTS AND PHOTOS