



# The Pelican Flyer

Online Newsletter of the Pelican Yacht Club

Issue Thirty-four

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63<sup>rd</sup> ANNIVERSARY



## Commodore's Corner

I am in Fort Collins, Colorado this week attending to a birth of a grandson. There are sailing clubs and fleets on several of the lakes here. And, yes, it is windy a lot! Yesterday, we drove a triangular route from here North to Laramie (following a Denver-Laramie stagecoach route) and then East to Cheyenne. The land flattened out as we entered Wyoming because the Rockies shifts to the west. It had snowed several inches the night before, but the roads were passable. While driving in Wyoming, we observed the temp dropping to a low of 17 degrees because of the incessant wind. At one point, my gas consumption meter improved significantly. I realized after a while this was because we had a fierce wind pushing behind us! As we drove through a valley on I-80 between Laramie and Cheyenne, the highway signs told us to drop our speed from 75 to 45 mph. Otherwise, we risk getting blown off the road. And the whole time, I am thinking, "there's no lake here to take advantage of the wind!"

As we head into the sailing season, we need to grow our membership. In support of this initiative, we are hosting an open house on April 22<sup>nd</sup> on the False River. We will start at 12:30 behind the New Roads City Hall (next to Morel's). We will have boats available for rides there. I ask you to come out and show support that day. Also, if you can invite or bring friends to this, that would be awesome! I joined PYC because of an open house we had at our Sand Bar location. Help us get the word out on this event.

Drew Boatner



## Open House- 1230-500 pm, April 22<sup>nd</sup>, New Roads

This is a very important event in the efforts of the Club to attract new members. The event will encompass an information table and brief sailing trips offered to the public. We intend to have at least one Sunfish, Mauricio's Harpoon, and Andrew's Daysailer in the water. It is also hoped that we can launch one of the LBJ Youth Sailing Program's Optimist Prams and get one of our younger members, Ariana Bryant to actually sail the Opti.



The Open House will be held in the New Roads'

waterfront park behind City Hall and just north of Morel's Restaurant. The park has a floating pier system, access to public restrooms, a pavilion, and picnic benches. It's an excellent site to stage an event of the kind planned. Club members will start earlier in the day to transport the boats to the site, rig and launch the boats. Your help is needed, so please contact Andrew ([Andrew4help@yahoo.com](mailto:Andrew4help@yahoo.com)) and volunteer your services. Lunch will be provided to member volunteers starting at 1130 am in advance of the formal start of the open house at 1230 pm. The planned end of the open house is 500 pm, after which the boats will need to be retrieved and transported back to the Club's storage pavilion.

This is an important undertaking for which your support and participation are needed!



## Lake Pontchartrain Circumnavigation Voyage- Update



We have tentative crew of four for the first leg of the circumnavigation voyage onboard *Fleaux*. There's room for at least one more if you are interested. Contact me

([rkseals71@gmail.com](mailto:rkseals71@gmail.com) or 225-335-5327)

Crews are solicited for each of the legs of the voyage. Wouldn't you like to skipper a leg of the voyage and recruit your own crew?

Here's the tentative plan...all of which is weather dependent.

Weekend 1- April 29<sup>th</sup>: Sail from Madisonville to New Orleans and moor boat in transient slip in the Municipal Yacht Harbor. That's about a 23 nm trip from the outer channel marker.

Weekend 2- May 6<sup>th</sup>: Sail from New Orleans to Pelican Pointe Marina in the Rigolets and moor boat in transient slip in the Marina. That's about a 23 nm trip. My first choice was the Oak Harbor Marina, but they no longer offer transient slips. On the same weekend, it might be possible to take a round trip of the Rigolets, the water connection between Lake Pontchartrain, Lake Borgne and the Mississippi Sound.

Weekend 3- May 13<sup>th</sup>: Sail from Pelican Pointe Marina to Mandeville and moor on the bulkhead in front of the Pontchartrain Yacht Club. That's about a 24 nm trip.

Weekend 4- May 20<sup>th</sup>: Sail from Mandeville to Madisonville and return to MDR slip. That's about a 16 nm trip.

The trips do not necessarily need to be made on consecutive weekends or on a given day of the weekend to account for unfavorable weather conditions. Likewise, each leg of the



circumnavigation voyage can be undertaken by a different crew. I already know that the crew of *Fleaux* intends to make the voyage and can accommodate 2 or 3 additional crew based on the concept of “first come-first served”. If the response exceeds that total, our Commodore may decide for the Mariner to join the voyage. Stay tuned!



## Sailboats for Sale



1977 Spirit 23 masthead sloop with a two-axle galvanized trailer and 2006 9.9 hp 4-cycle Honda outboard motor with remote fuel tank is being offered



for sale by the Pelican Yacht Club (the sailboat was donated to the Club by the family of Bill Herke). Built by Glastron (USA), the hull is classified as keel/centerboard. The specifications for the boat are as follows: LOA- 23.0 ft LWL- 20.0 ft Beam- 7.3 ft Draft (max)- 5.0 ft Draft (Min)- 2.0 ft Displacement- 2800 lbs. Overall, the hull appears to be in relatively good condition structurally but only fair condition aesthetically. There is some deterioration/damage in the aft section of the port gunwale. While unsightly, it does not appear to negatively impact the overall soundness of the hull. The cabin is essentially bare and in need of significant TLC. Four sails in serviceable condition are provided: a mainsail, a jib, a genoa, and a spinnaker. No Spirit 23 interior cushions are available (Note: A set of Catalina 22 interior cushions can be provided at no cost if desired.). The four tires on the trailer appear to be in average to good condition. The boat is currently dry stored in Madisonville, LA. Arrangements to inspect the boat can be made. Both the boat registration and the trailer registration are transferable to the new owner. Asking price: \$3500 OBO.

1995 MacGregor 26S Sailboat with outboard and trailer is being offered for sale at an asking price of \$7500. The 26S is a fractional rig with a centerboard and uses water ballast for stability. Dimensionally, it has a LOA of 25.82'; LWL of 23.5'; Beam of 7.82'; Draft (min) of 1.25'; Draft (max) of 6.33'; Displacement of 2850 lbs; and Ballast of 1200 lbs. Auxiliary power is provided by a 2009 four stroke 9.9 hp Mercury outboard with remote tank. The outboard was recently inspected and tuned up. The sail inventory includes a mainsail (fair condition); jib (good condition); and genoa (good condition). The canvas inventory includes a bimini and mainsail cover, both in excellent condition. Accessories List: original interior cushions (good condition); cockpit seat and backrest cushions (good condition); anchors (2); port-a-potty; auto tiller; IdaSailor rudder (kickup); swim ladder; whisker pole; and bulkhead-mounted compass. The deck is equipped with lifelines anchored to bow and stern pulpits. The galvanized trailer is in good condition and is equipped with essentially new tires (mileage less than 100 miles). Both the title of the trailer and registration of the boat are current and transferable. Original owner's manuals for both



the sailboat and the outboard are included. Asking price- \$7500. For further details or to arrange





an inspection of the boat, call, or text Bob at 225-266-3908.



## Lake Pontchartrain Basin Maritime History Blog Update

Part C of a maritime history brief about Charles Morgan, an early innovator of “integrated transportation” along the Mississippi River and the northern Gulf Coast has been posted. I encourage you to check out the indicated brief on the Blog that I am publishing in collaboration with the Lake Pontchartrain Basin Maritime Museum in Madisonville. Go to [www.lpbmm.org](http://www.lpbmm.org) and scroll down to find the Blog.

I recently began researching the history of lighthouses around the Lake and the Rigolets and discovered some amazing information about female lighthouse keepers. Here’s a brief portion of that information. The earliest female lighthouse keeper was Hannah Thomas who took over from her husband John Thomas in 1776 during his service in the Revolutionary War. Of notable female lighthouse keepers, Ida Lewis (shown here) is particularly noteworthy for her 54-year tenure at



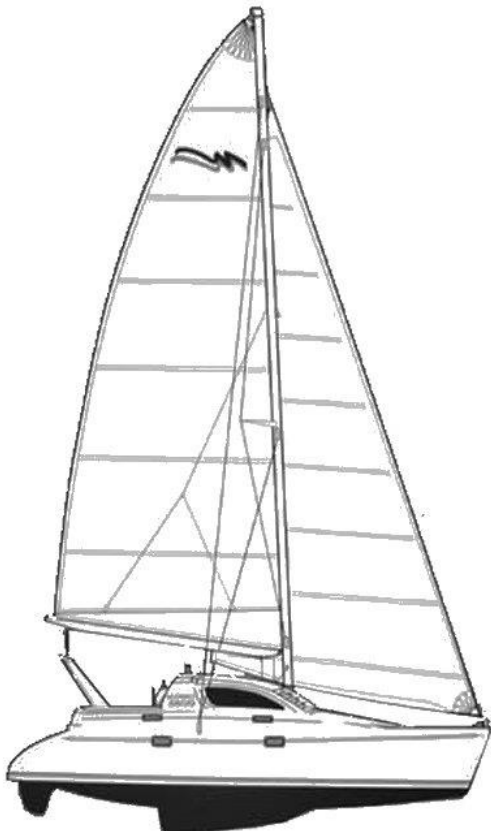
Newport's Lime Rock Lighthouse. She is credited with saving up to 25 lives for which she was awarded a Congressional Medal.



## Bareboat Chartering- A Personal Log: Part Nine

What follows is the ninth installment in a series of brief logs of each of my bareboat charter experiences. It will hopefully motivate you to consider bareboat chartering in the future.

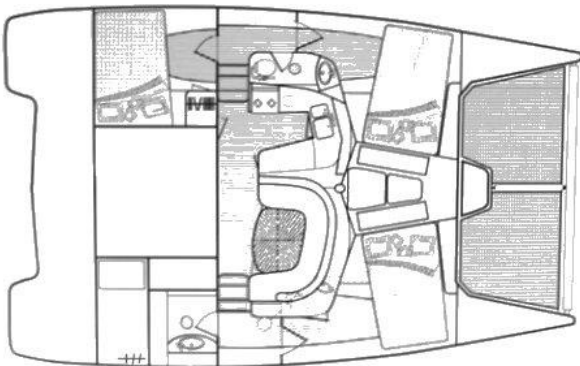
### 2004- BVIs



This charter was mainly fulfillment of our commitment to Connie Phelps, one of Sara's LSU Cooperative Extension colleagues, to take her on one of our bareboat charters if she satisfactorily completed her PHD degree at LSU. Her motivation as she neared completion of her degree program was flagging, so we thought this incentive might get her over the finish line which it did. Included in the party along with Connie, Sara and me was one of Connie's other colleagues, Diane Sasser; my older daughter and her husband, Allison and Mike McGee; our younger daughter Susanna; and our granddaughter Jessica Cole. Both Connie and Diane, particularly Diane, had fallen in love with sailing while on day cruises during their visits to Bay Casa. To accommodate everyone's schedule, the charter was scheduled for the period, May 30 (depart charter base)-June 6 (return to charter base). Because of the heat, earlier would have been better but I don't recall the heat being unbearable during the charter.

To accommodate this comparatively large party, we opted for a Moorings 3800 Catamaran named "*Bob*" which we chartered from

The Moorings Base located at Wickham's Cay II, Road Town, Tortola. As shown, the Cat was equipped with three staterooms and two heads. Lacking a separate stateroom, the lounge area was converted to berths for Jessica and Sue each night. Not ideal, but it worked out fine. For the seven night charter our Cat cost a total \$5064 which included \$496 for the Anegada Flotilla and \$506 for three hotel rooms at The Moorings Base for the night of May 29<sup>th</sup>. Discounting the previously noted charges, the total charter fee was \$4062 or \$507/person (\$72/person/night) - not bad! The catamaran had a fractional rig and was equipped with a roller furling headsail and a mainsail with a lazy jack and stack pack system.





One of the unique features of this particular BVI charter was our plan to sail to and visit Anegada. The only coral island in the Virgin Islands' volcanic chain, Anegada is characterized by its nearly flat elevation, the striking coral reefs that surround it, secluded sandy beaches and clear springs bubbling from coral beds

(<https://www.bvitourism.com/anegada>). Settlement Point is the only anchorage area in Anegada and is reached through a poorly marked and visible channel. Thus, the reason we had made reservation to join The Moorings Flotilla to Anegada. As part of the Flotilla we would join other boats along with a crew from The Moorings in a lead boat to guide us to and into the anchorage area at Settlement Point (see photo above). This photo was taken from an Internet site and does not depict the anchorage as we observed it in 2004 in two respects- many more sailboats and most of which are catamarans. Such circumstances were not representative of the situation at the time of our visit.



I'm getting ahead of myself, so let me back up and start from the beginning recognizing that I'm working without a log. So rather than a day-to-day description of our activities and anchorages, the log of this charter will primarily be a collection of memories of events and places. Excluding Connie and Diane, our party departed Baton Rouge on May 29<sup>th</sup> and flew through Miami and San Juan, Puerto Rico to the airport at Beef



Island, Tortola, arriving about 3 pm local time. It would have been a comparatively short taxi ride to The Moorings Base near Road Town. That evening, our party stayed at the Mariner Inn Hotel located on the grounds of The Moorings Base. On occasion we have stayed on board our charter boat on the

evening prior to the start of the formal charter period. While it's not free, such an approach has the advantage of giving everyone time to move into their staterooms and unpack.

The following morning Mike and I participated in the briefing which described the features and operation of the Cat while some subset of the girls went to a supermarket in Road Town to purchase provisions. Whereas most charter companies will provision your boat for you, we have normally done our own provisioning. I do have documentation that we provisioned about \$125 worth of "beverages" through The Moorings for this particular charter. At the completion of the briefing and the return of the provision team, it was time to move onboard, unpack personal belonging and stow the provisions. Giving adequate time to complete such tasks satisfactorily and completely before departure from the Base pays dividends for the remainder of the charter because the boat and your stateroom can really get in disarray quickly.

We had a certain date scheduled to join the Anegada Flotilla which was to depart from North Sound, Virgin Gorda. Only I and one other skipper attended the flotilla briefing at the Bitter End Yacht Club. Because of this



lack of adequate participants, the flotilla was cancelled. However, the briefer ensured the two of us that if we followed his guidance explicitly we should not have a problem navigating to and into the anchorage at Settlement Point. Thus the two of us decided to form our own flotilla and strike out for Anegada, only 12-13 nm to the north. The other boat seemingly faster than us for the wind and sea conditions took the lead. Diane took the wheel and “helmed” us to the channel at Settlement Point- she was ecstatic! We negotiated the entrance channel satisfactorily and anchored in the harbor which was fairly free of boats at the time. The water was so clear and comparatively shallow that making our way to where we anchored was a little scary. We were thankful for being aboard a shallow draft (only 3.37 ft) catamaran.



Once confident that we were securely anchored, all of us took the dinghy ashore and headed out to explore the island, particularly its north side (RHS of photo). As you might have expected, the color of the water trended from a beautiful emerald green near shore transitioning to a deep blue offshore. That evening we had a reservation at a restaurant overlooking the harbor where we enjoyed a wonderful lobster dinner in a magnificent setting. As I recall, we experienced a reasonably restful night on anchor. The next morning we observed that a monohull anchored in front of us had grounded overnight probably due to a tidal fluctuation which could vary the depth of water as much as a meter. No big problem-just needed to

wait for high tide.

Leaving Anegada, we sailed southwesterly passing north of Tortola and likely anchoring at Sandy Spit to snorkel. Our next anchorage would likely have been either Cane Garden Bay or Little Harbor, Jost Van Dyke. Due to proximity, I'm guessing Cane Garden Bay, Tortola, that night and Little Harbor, Jost Van Dyke, the following night. Once moored in Little Harbor the following afternoon, we were greeted by a young lady in a dinghy who invited us to have dinner at Sidney's Peace and Love Restaurant that evening. The restaurant and its owner were well known throughout the BVI's. Not sure about Sidney as of this date (2020) but the restaurant still seems to be going strong. Expressing an interest in the spiny lobsters being served in the restaurant, one of the wait staff gave Jessica a first-hand look at the dinner prospects.

Our final night was probably on a mooring at The Bight, Norman Island. It's a secure anchorage and the home of the Willie T floating bar and restaurant. The only story I recall involves Mike McGee who served as my one and only crew throughout the charter. Mike was snorkeling in an area near the stern of the boat when I observed him suddenly swimming furiously back to the boat and in one motion hauled himself aboard. Explanation- Mike spotted a very large Barracuda while snorkeling and wasn't taking any chances the predator would take a liking to one of his limbs! The barkeeps on the Willy T told us the barracuda was a long-time resident and had never attacked anyone. Sara recalls Mike jumping off the Willy T, albeit attired in his bathing suit. The local challenge was to jump off sans clothes.

On the return to The Moorings Base the following morning we had to radio the Base to send a repair crew to release the mainsail halyard which had stuck with the mainsail fully deployed. While the winds were comparatively light, satisfactorily maneuvering into the dock at the Base might be difficult under those circumstances. While we were still underway, a repair crew came along side in an inflatable dinghy. One repair worker transferred from the dinghy to *Bob* and effected a repair in a comparatively short period of time.

Problem solved, the repairman transferred back to the dinghy and returned to the Base.