



The Pelican Flyer

Online Newsletter of the Pelican Yacht Club

Issue Thirty-five

April 2023

63rd ANNIVERSARY



Commodore's Corner

Last weekend (April 22nd), we hosted an open house in New Roads. At the waterfront pavilion, behind the city hall, and next to Morel's. In the water, we launched an O'Day Daysailer and a Harpoon 5.2 plus three Sunfishes. Joining our two boat captains, Andrew and Mauricio, were Roger, Bob, Amanda (and husband, Myron, & daughter, Ariana), Kayla, Jeff, Teresa, and me. (If I forgot someone, I am sorry!) Odette and Marc, former members, joined us for the day.

We prepped the pavilion with banners & brochures and cleaned the docks. We "opened" shop at 12:30 and operated until 5 or so. We garnered 3 to 5 "seriously" interested names. I did not hear how many folks visited us altogether, but I felt we had a great turnout! Excellent weather that day and so we got many folks out on the water under sail. New Roads was having a festival that night on the street and we believed we benefited from their publicity.

We will plan another one for next year!

Drew Boatner



Open House is deemed a great success!

More than 11 guests from the general public attended the event and enjoyed a sail on Andrew's Daysailer, Maurício's Harpoon, a Club Sunfish or Ariana's Sunfish (see



photo to left). It was a truly glorious day on False River. The sun shone brightly and the winds, while variable throughout the day, were moderate. We found operating from the floating pier at the New Roads waterfront park to be very convenient. In addition, the nearby ramp facilitated launching and recovering the boats. The Club is particularly indebted to Andrew Russell, Maurício Almeida, and Ariana Bryant

for providing and helming their boats.



The principal intent of the event was to attract new members and we're yet to know how many who attended the event may choose to join the Club. However, in my personal conversations with the attendees, I think there is a good possibility that up to three of the attendees will submit applications. If that's the case, that will be a significant positive benefit of our efforts. Shone above to the left are Ariana's Sunfish underway and the Club's Sunfish and Maurício's Harpoon moored to the pier. To the right, is a view looking outward from our display table located in the pavilion. Our "mascot" for the day was a



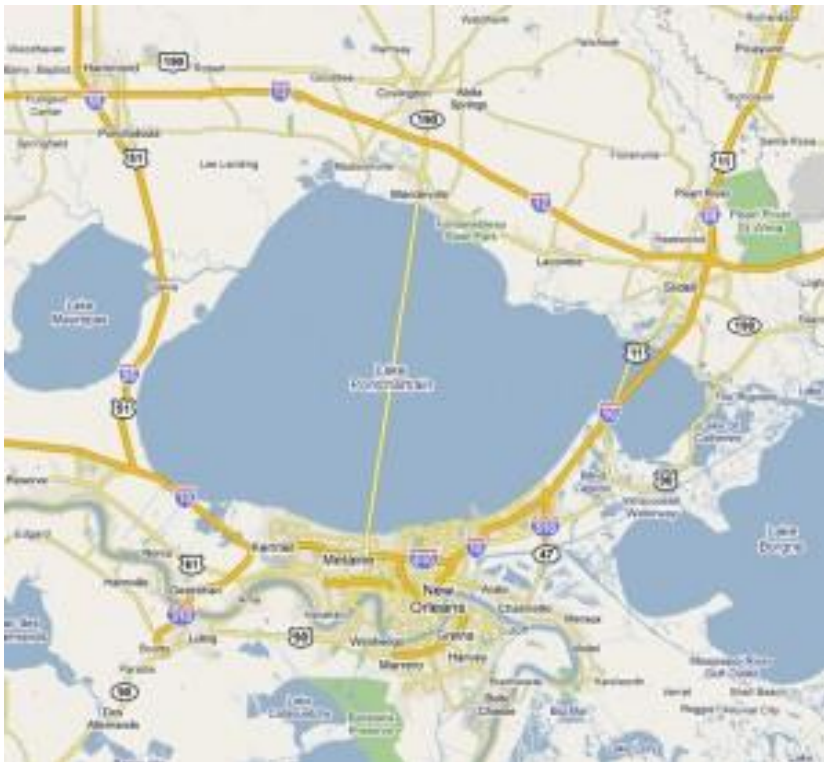
young cat that made herself at home on our display table and “bugging” just about everyone to pet her.

In planning and staging the event we did most things right but our efforts to publicize the event more broadly could have benefitted from greater lead time. Some thinking has already begun about a possible Fall open house at the same site with sufficient lead time to advertise in the 225

and Country Roads magazines.



Lake Pontchartrain Circumnavigation Voyage- Update



We have a tentative crew of four for the first leg of the circumnavigation voyage onboard *Fleaux* scheduled for Sunday, April 30th. There’s room for at least one more if you are interested. Contact me (rkseals71@gmail.com or 225-335-5327).

Unfortunately, a small craft advisory and forecast high winds caused the trip to be cancelled. A tentative new date for the trip has been set for May 13th, weather permitting. Rescheduling of the

other legs of the circumnavigation will be necessary.

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- possibly May 13th: 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 ??: 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 ??: 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 ?? or June ??: 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!



Eclipse Rehab Project

Gary Snellgrove, Bob Kennedy and I gathered at Drew Boatner's house on Monday, May 1st, to undertake efforts to rehabilitate the Club's Eclipse 6.7. The Eclipse is a Carl Alberg design that is basically a modified version of the Southcoast 22. The manufacturer, South Coast Seacraft Incorporated, built over 4,000 trailerable sailboats in Shreveport, LA, during the period 1965-80. The Eclipse was first built in 1978. Given that the company shut down operations in 1980, only a limited number of the Eclipse model were produced.



Whereas all the components of the boat were inspected, the principal project was to reinstall the mast step. That task was accomplished in comparatively short order. We were then able to step the mast and install a replacement boom from a Flying Scot. We weren't sure if the Scot boom would work but it was almost a perfect fit. With the boom in place, we were able to determine that several sails in the "Club's sail loft" fit satisfactorily. During our efforts, we discovered a Harken roller

furling system in place for the headsail. However, we weren't quite sure exactly how it was to be configured and operated. Research on that matter is underway. Another task accomplished, was the installation of a new coupler for the hitch on the trailer.



Future tasks and needs include but are not necessarily limited to the following: replace the main halyard; re-install the headsail roller furling system; rig the existing traveler; rig the mainsail outhaul and reefing systems; replace several turnbuckle components; modify the outboard bracket; identify either a roller furling headsail or convert to a luff hank-on headsail (the latter will require installation of a jib halyard); and rig mainsail sheet and boom vang systems. It sounds like a lot, but all the tasks can be accomplished comparatively easily. However, it will require the expenditure of some "club treasure".

The tentative plan for the Eclipse is to trailer her to Madisonville, have her bottom painted and then secure her in a wet slip at Marina del Ray where she will replace the Mariner 19

that will be retrieved and trailered to the Club's pavilion at Jarreau for use on False River. Some details of that entire venture are yet to be worked out.



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: \$3000 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 D 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. This is the last of a series of four briefs on the life and accomplishments of Morgan. 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 and scroll down to find the Blog. At the Blog site, you will find earlier briefs that may be of interest to you. Basically, I publish one brief per month.



Bareboat Chartering- A Personal Log: Part Ten

What follows is the tenth and last 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.

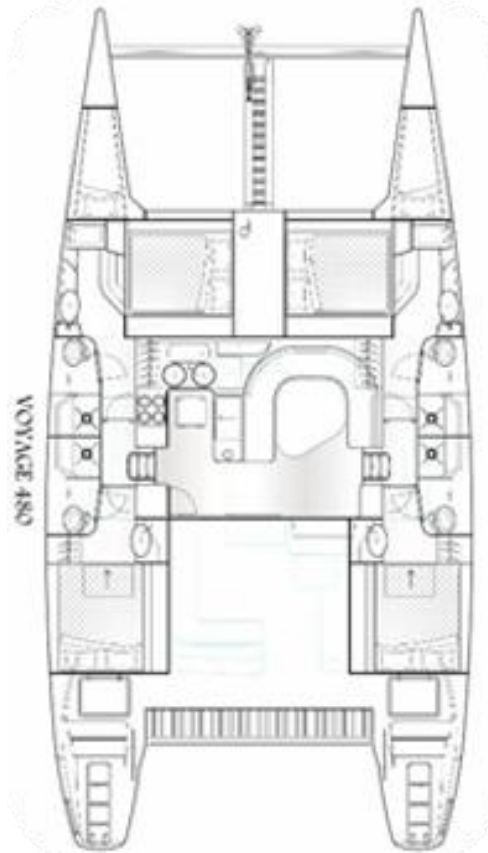
2010- BVIs (our swan song so to speak)



I don't recall exactly what motivated this bareboat charter. It may be because it was an opportunity to have Gerry and Jean Ray (our partners in *Last Dance*, a Beneteau Oceanis 321) join us on what we thought would be our last bareboat charter to the BVIs. In 2008, the Rays and Seals had ventured on a 4 month, 2000 nm roundtrip cruise from their homeport in Alabama to the Exumas. The BVI charter was also an opportunity to invite Connie Phelps and Diane Sasser back aboard, their previous charter with us being in 2004. Our older daughter also joined us but her plans for a “charter partner” didn't materialize. Given the anticipated need for sleeping 8 persons, we opted for a Voyage 480 catamaran-

Dream Cat- with 4 cabins and 4 heads. We leased the Cat from Voyage Yacht Charters located in Soper's Hole, Tortola. Soper's Hole is located at the western tip of Tortola, is on the ferry route from the USVI and, thus, has a BVI Customs Office.

Unlike most of our other bareboat charters, I did not retain any of the lease documents nor did I keep a log of the cruise. So, I'm drawing strictly from a very poor memory about the details of the charter but here goes... We somehow coordinated our flight schedules to arrive in Charlotte Amalie, St Thomas, USVI, and meet at the ferry dock for the 10 nm or so trip to Soper's Hole and our charter vessel. It was a particularly pleasant and interesting trip. We had made arrangements to sleep on board the vessel that night before starting the actual charter the following day. This allowed time for the crew to settle into their quarters and a delegation of the ladies to provision the boat.



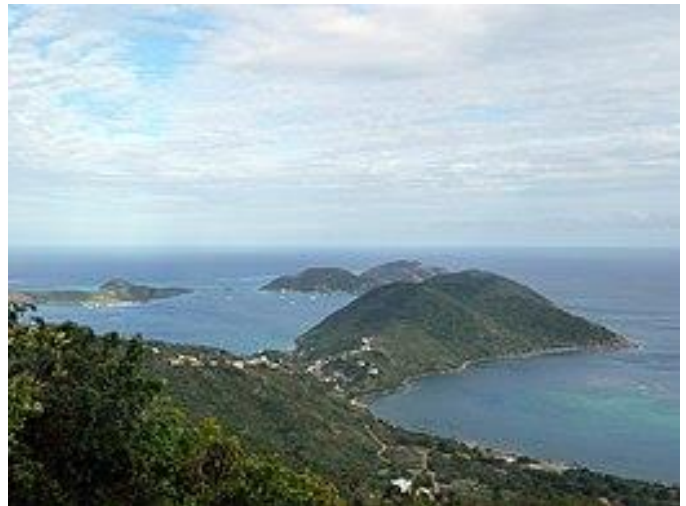
As you can see, this was no small vessel and neither Gerry nor I had any experience helming a catamaran. Further, our vessel was moored in very close proximity to other vessels making maneuvering a daunting prospect. Erring on the side of caution, we chose to have an employee at the Base maneuver the boat to a position in the harbor where we were comfortable to take over. Once accomplished, a dingy from the Base picked him up. Boy did he make it look easy!

For our initial anchorage, we chose The Bight, Norman Island, only about 7 nm to the southeast from our Base. I can still visualize the girls being bounced on the bow trampolines as we negotiated moderate swells in the passage between St. John, USVI, and Tortola. Arriving in The Bight, we were able to locate and secure to a mooring for which there was a modest charge but it's far better than the process and insecurity of anchoring.

That evening, we took the dinghy to the Willie T floating bar and restaurant

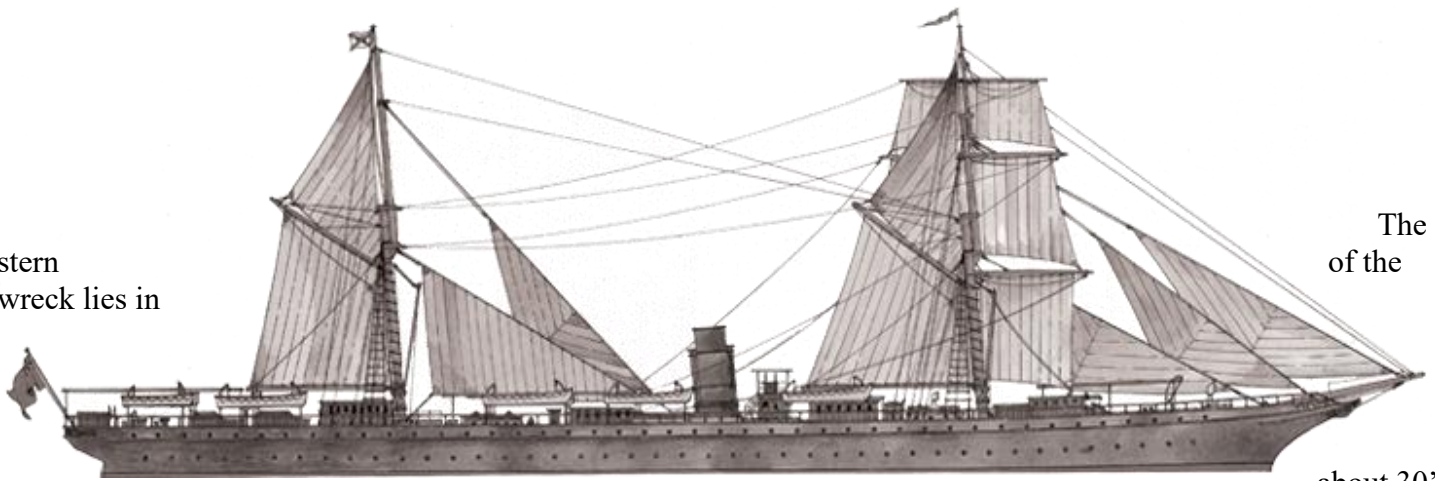
for drinks and dinner and no- we didn't jump nude off the top of the deck as one of the things people did.

The next several days we worked ourselves along more or less a northeasterly course in the Sir Frances Drake Channel towards North Sound (pictured here looking northwesterly) at Virgin Gorda. The passage into the Sound is between Mosquito Island on the left and Prickly Pear Island on the right. Along the way, we stopped at a day anchorage off the coast of Salt Island to snorkel the wreck of the Rhone.



off the coast of Salt Island to snorkel the wreck of the Rhone. **RMS Rhone** was a UK [Royal Mail Ship](#) owned by the [Royal Mail Steam Packet Company](#) (RMSP). She was wrecked off the coast of [Salt Island](#) in the [British Virgin Islands](#) on 29 October 1867 in a [hurricane](#), killing 123 people. Rhone had an iron hull, was 310 feet (94 m) long, had a 40-foot (12 m) beam and 2,738 [GRT](#). She was a sail-steamer, rigged as a two-masted [brig](#). Her [compound steam engine](#) developed 500 [NHP](#) and gave her a speed of 14 knots (26 km/h) on her [sea trials](#) (Wikipedia). The ship, pictured below, was launched in 1865, so had a very short life. In my judgment- a very graceful and beautiful ship!

stern
wreck lies in



The
of the

about 30'



of water, the bow in about 80' of water. In spite of this range of depths, the features and some of the details of the ship can be clearly observed while snorkeling at or near the surface of the water. Obviously, a closer view is possible while scuba diving but none of our crew was so qualified. Allison and I sort of buddied up for the snorkeling venture during which she pointed the very prominent propeller. I managed to completely overlook it because it was so large in my field of view.

Another popular spot for snorkeling is at The Baths at the southern



tip of Virgin Gorda. *The Baths was formed by granite that eroded into piles of boulders on the beach.^[1] Granite forms from the slow cooling of magma at depth nowhere close to surface volcanoes. The granite only appears at the surface after geologic ages have eroded away all the overburden covering it. Once exposed, erosion continued to isolate the granite into large boulders and round their surfaces. The boulders form natural tidal pools, tunnels, arches, and scenic grottoes that are open to the sea.^[2] The largest boulders are about 40 feet (12 m) long (Wikipedia).* I can't recall but we likely had

some overnight anchorages of which there are several among the islands- Peter Island, Cooper Island, and Ginger Island (see map below)- which are found along the southern side of the Sir Francis Drake Channel. For reference, the straight-line distance from Norman Island to the passage into the North Sound of Virgin Gorda is about 17 nm.

I do recall specifically that we moored off Saba Rock in the North Sound of Virgin Gorda. Saba Rock is a small island with an area of about 1 ½ acres which contains a restaurant, bar and gift shop; i.e., the essentials. We definitely had a meal at the restaurant whether lunch or dinner I can't recall. Sitting in the cockpit, Gerry and I enjoyed watching the small catamarans zipping around the Sound. The Sound is home to The Bitter End Yacht Club which is a well-known and historic resort in North Sound. It



can only be reached by boat. During one of our previous BVI bareboat charters, I can recall having lunch or dinner at the restaurant at The Bitter End. The resort was severely damaged in Hurricane Irma and is still undergoing repairs and renovation.

From the Sir Francis Drake Channel, North Sound can be accessed via one of two passages- one between Virgin Gorda and Mosquito Island and the other further north between Mosquito Island and Prickly Pear Island. On Necker Island, less than 2 nm northeast of the latter passage is the vacation home (and only the vacation home) of Sir Richard Branson, founder of the Virgin Group which controls more than 400 companies in various fields! The former passage can run a little shallow at low tide, so being prudent sailors, we selected to enter North Sound via the well-marked passage adjacent to Prickly Pear Island.



A day or so after our stay in North Sound, we targeted a recommended location between Little Camanoe and Great Camanoe for snorkeling. Sara was disappointed with our snorkeling opportunities on our 2008 Exhumas cruise, so I was making every effort to provide such opportunities during the charter. What follows is her account of her experience at this location.

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“Allison and I started snorkeling together and it wasn’t long before she made some grunting sounds and pointed. Two squid were hanging there in the water, just looking at us. Their diaphanous fins were going 90 miles an hour holding them stationary in the water. We absolutely loved that experience. Diane and Jean had donned their life vests and finally got to enjoy a fairly peaceful snorkeling venue of fans and fishes as they floated on top of the water.”

“Participating in an excursion on a jazz cruise to Cozumel, Roger and I had a similar experience. Arriving at a seaside restaurant complex, we were instructed to put on our life vests and walk about a quarter of a mile to our planned entry point. Arriving, we donned our fins and worked our way out into the water several hundred yards. Floating face down with our snorkel gear, a gentle but noticeable current carried us about a quarter of a mile more or less paralleling the shoreline. Use of your fins and arms was only necessary for steering. The array of tropical fish was amazing! At the exit point which corresponded to the location of the restaurant, we more or less reversed the process. We may or may not have had lunch- a detail I don’t recall. On that same cruise, one of our anchorages was Belize. This time we chose to join a river cruise excursion. In this case, we were bused to our starting point- again a restaurant where we enjoyed a modest lunch of local fare and watching the monkeys frolicking in the nearby trees. After lunch, we boarded the open tour boat. Along the river portion of the tour, we saw river dolphins and exit the river in a shallow estuary that was filled with manatees. We sat watching their heads bobbing up for quite a while. Magical! Interesting side story: We were telling our guide about the Painkiller drink we had first experienced in the BVI’s. She and the guy running the tour boat burst out laughing. At our urging she explained the reason for their laughter: “We call that drink ‘The Panty Ripper!’”

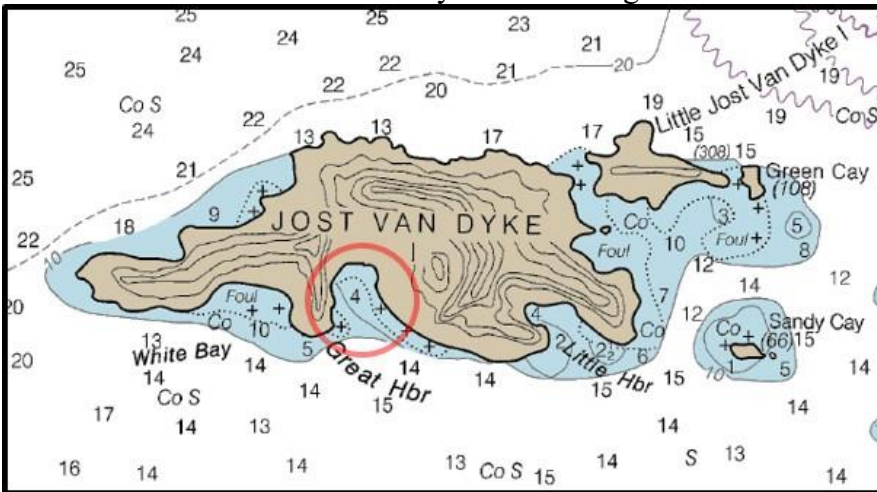
Following the Little Camanoe snorkeling adventure, we likely extended our snorkeling experience for the day with a stop at Sandy Spit, a location where we had snorkeled on every previous BVI bareboat charter. Alternatively, if close to mid-afternoon, we would have likely motored into Cane Garden Bay and picked up a mooring for the night. Wait too late and favorable moorings are taken. Leaving the Bay, the next day, we temporarily docked at a marina to take on water. Assuming we had bypassed the day anchorage for snorkeling at Sandy Spit the previous day, a morning stop upon leaving Cane Garden Bay would have been mandatory. Our remaining options for night anchorages were Little Harbour and Great Harbour on Jost Van Dyke. The history of Jost Van Dyke is interesting so you might want to learn something about its past and its people (https://en.wikipedia.org/wiki/Jost_Van_Dyke). A day anchorage prospect was White Bay on which beach was



located one of the BVI favorites- the Soggy Dollar Bar. We had not stopped here during any of our previous three BVIs charters, so Sara and I looked forward to the experience. The Soggy Dollar is credited with originating the Painkiller, a rum drink that soothed our sunburn woes in our first BVI charter in 1987. The bar is nothing fancy but charming nevertheless. The bartenders and wait staff are generally attractive young men and

women. Temporary but secure anchoring in sand close to the shore was possible but was congested and a little scary because of the close proximity of adjacent boats. Like others, we took the dinghy ashore and beached it while we enjoyed the beverages and food in a beautiful outdoor setting.

Leaving White Bay and the Soggy Dollar, I seem to recall that we motored to Little Harbour where we hoped to pick up a mooring and go to Sidney's Peace and Love Restaurant and Bar that evening. Unfortunately, there were no moorings available and despite several attempts at anchoring we could not get the anchor to set properly. Thus, on to Great Harbor, where we were successful in picking up a mooring. Among other establishments, Great Harbour is the home of another famous beach bar and restaurant- Foxy's. As shown in the photo to the right, Foxy is actually a person- a very charismatic individual with an easy smile and a friendly greeting for all. I suspect but can't confirm that we went to Foxy's that evening.



While having almost reached the limit of my memory bank, I do recall returning the boat to the Voyages Base at Soper's Hole where we picked up a temporary mooring and radioed the Base of our presence. They sent out an employee who took over the helm and expertly guided our Cat into an available slip on the pier. The speed and precision in which he maneuvered that 48' long, 25' wide Cat was amazing.

I almost forgot- our boat was equipped with AC which could be operated using an onboard generator.



Normally, we only operated the unit at night since we were in and out of the boat's lounge all day. Plus, under sail and in the shade of the boat's bimini we were generally comfortable. The last morning prior to returning the boat to the Base, the AC failed- actually started smoking.



Luckily, no fire. Given that we were to return the boat the following morning, we decided we could weather the inconvenience for one night but did inform the Base of the circumstances.

Reversing our arrival process, we caught the ferry at the Soper's Hole station to Charlotte Amalie, St Thomas and took a taxi to the airport. Our flight to Miami was delayed due to repairs of a "hole" in the runway- as Sara would say- "those civil engineers"! Fortunately, this incident did not cause any missed flights, and everyone returned to their homes safely.