



# FLAGSHIP SAILING CLUB

## FEBRUARY NEWSLETTER

The **Flagship Sailing Club** is a member-run organization designed to provide activities for learning about safe sailing and to encourage social interactions amongst its members.

• **Anchors: Aweigh, Set, but never Dragging**

• **Ask Gardner: When in a Sailboat, Avoid the High Ground**

• **Let's Navigate Big Bayou**  
• **Upcoming Trips and Meetings**

### ANCHORS: CLUB MEMBERS GET TOGETHER TO PRACTICE VARIOUS ANCHORING TECHNIQUES *by John Kroll*

On January 15th Robert Kryger, David Austin, and John & Amy Kroll took out *Tay Tay Too* to practice some basic anchoring skills. This was another example of the club's skill practice sessions. (See note at the end of this article for an explanation of these activities.)

**Next Club Meeting:**

**March 15th, 7 PM at Fish Tails Seafood and Steak House**

**Club Activities:**

**February 11th - Practice Sail: Navigating Big Bayou**

**March (tentative date 24-25) - Overnight Trip to John's Pass**

*(See below for details.)*

We met at the marina at 9 am and motored *Tay Tay Too* over to the Vinoy Basin. (The basin is being converted from an anchorage to a mooring field. But, it was empty when we arrived, a perfect place to practice.)

We spent about three hours trying out a variety of techniques before motoring back to Haborage Marina.

*Continued on page 2.*



### ASK GARDNER

There are two kinds of sailors - those that admit having run aground and those who lie. So, what should you do when the inevitable happens?

*First, prepare for it by studying your chart and knowing what kind of keel the boat you are sailing has. To a large extent, the type of keel determines what needs to be done to unground the boat. KylieAnn, Tay TayToo, Far Vela*

*Continued on Page 4.*

# FLAGSHIP SAILING CLUB

## ANCHORS *Continued from Page 1*

While all of us had learned and tried out basic anchoring during our initial sailing lessons, we came to this day with a sense of going back to those basics now that we had more experience sailing and trying out some ideas beyond the basics.

Here is summary of the conclusions I came away with from our day out (others may disagree):

\* You should always check the anchors in your boat before you leave the marina. Each boat in the fleet is set up slightly differently. (All boats have a second anchor in one of their cockpit lockers.) As soon as we started, I realized that if I had run into an emergency while sailing – heading for a lee shore or having the engine fail while entering the harbor – I would have been hard pressed to figure out *Tay Tay Too's* anchors in the few minutes before a crash.



The crew



Working on setting a second anchor.

\* Setting an anchor is harder than you think. Even though we all had reviewed the basic instructions for setting anchors (see the ASA book or web sites such as: [About.com](http://About.com)), actually getting it all to work wasn't that easy. Our first few attempts, after stopping and lowering an anchor, tried to set the anchor by letting the wind push the boat back. Maybe the wind was just too weak, but we finally succeeded in setting the anchor only when we put the engine in reverse and used it to pull back on the rode.

\* We also quickly confirmed that the books are right: communication from the bow to the helm can't rely on voices. There is just too much wind and noise for this work. The crew must have some pre-arranged hand signals to effectively communicate requests to stop, turn, slow, and reverse.

\* We practiced several types of anchoring:

- ☉ SINGLE ANCHOR: using the engine for setting the anchor turned out to be key.
- ☉ TWO ANCHORS: we tried this several times and found it very hard to set the second anchor. It was very hard to maneuver the boat to set the second anchor after setting the first. It may be easier to do if

*Continued on page 4.*

# FLAGSHIP SAILING CLUB

## UPCOMING ACTIVITIES

### Big Bayou Navigation Practice \*

Robert Kryger has volunteered to lead a practice sail down to the Big Bayou on **February 11th, 9 am** so that we can all practice navigating into bays with challenging channels. Those of you who follow the newsletter know that Robert wrote an short piece sharing his past experiences in entering this nearby bay and anchorage. If you want to join in, simply show up at the school slips at the appointed time.

### Next Club Meeting

The next club meeting in **Thursday, MARCH 15th, 7 pm.** For this meeting, we plan to meet at the Fish Tales Seafood and Steak House. As many of you know, this bar has been known to attract Flagship members (and their pets) and is right next to the High & Dry structures at Harborage Marina ([Map](#)). Join us for a chance to discuss upcoming events (such as the overnight trip), our recent sailing activities, club business, and any other topics you would like to share. If you get there and have trouble finding us, call me on my cellphone (727-644-6841).

### Report on the Overnight Sail to Long Boat Key

On January 28 and 29, eleven members of the club shared an overnight sail on four boats to Long Boat Key. We all had excellent weather and an excellent trip. A report on that trip will appear in the next newsletter.

### Trip to John's Pass

Currently the club is planning a second overnight trip. This one should be in March (currently looking at the 24th and 25th). Our goal would be to stay at [John's Pass](#) Village. We will publish and email a final announcement once all the details have been agreed to and confirmed.



\* **SKILL OUTINGS:** Almost every month a club member offers to organize an outing that focuses on some sailing skill or knowledge. It is a very informal arrangement. (In the past we have worked on MOB drills, reefing, and anchoring.) The volunteer organizer books a boat, makes an announcement, and goes out with whoever shows up on the chosen day. We normally discuss topics at the club meeting. So, join us there and also volunteer to set up a trip on a topic that interests you.

# FLAGSHIP SAILING CLUB

## ASK GARDNER *Continued from Page 1*

and Papillon have wing keels. Windchaser has a fin keel.

Wing keels are shallower; they are not much deeper than the rudder. If you run aground with a wing keel, stop immediately. If you are under sail, luff both sails and turn into the wind. If you are under power, throttle back instantly. In either case, try to turn around and sail or motor back the way you came. The danger is not so much the grounding itself as it is the need to protect the rudder which is far less durable than the keel. It is critical that you raise the keel by moving as much weight (people, gear, whatever) forward driving the bow down and the rudder up. Heeling the boat will not help since the wing portion of the keel will actually dig in deeper as a result.

Running aground with a deeper fin keel is not quite as problematic since your rudder is shallower than the keel and is therefore comparatively protected. Stop immediately by luffing your sails and/or throttling back to idle and luffing your sails. Move your weight to one side or the other which will lift the fin keel slightly. Then try to motor or sail off.

Should you find yourself hard aground, you should anchor so that you will not drift into shallower water. Once anchored, there are two choices - wait for high tide or call Sea Tow. In either case notify Flagship. In any case, **PROTECT THE RUDDER**. Not doing so can be very expensive.

## ANCHORS *Continued from Page 2*

the second anchor is set using a dinghy (which we didn't have) but a key issue is deciding where the first anchor (now underwater) is actually set.

- **BACK AND FRONT ANCHORS:** we had more success with this setup. Here maneuvering the boat was easier and so was plotting the relative positions of the anchors.



Side Bridle using Icicle Hitch

- **SIDE BRIDLE:** Robert brought up this suggestion. This approach works when the wind and waves are coming from different directions. The two anchor lines are run from the bow and stern. This helps limit the degree of rolling in the boat. Robert used an Icicle Hitch to tie the two lines together. This all worked out very easily. (Looking it up later, I found you could also use a snatch block to join the lines. They also warned to watch for chafing where the lines come onboard.)

