



The Doings

Of the Dixie Sailing Club

December 2013

Commodore's Corner *By Commodore Mark Cline*

Well, if you haven't heard by now, I am once again your Commodore for 2014. While I was ready to hand over the helm to someone else, I will enjoy seeing our FERC application process through to the end, construction on new facilities and working with the board on the development of our membership and sailing programs in 2014.

Considering 2013 was our first year at the new location, we had an amazing year. In addition to all the work for our FERC application, we hosted a regatta, built a hoist, hosted a sailing camp, hosted a scouting event, hosted a Labor Day cookout and had a few sailing events sprinkled between work parties. Oh, and we added three new families to the club. You all have done a great job and I am eager to see how much we will accomplish and grow in 2014

We spent most of 2013 getting ready for the projects in 2014, and it looks like 2014 is going to be busy. We were recently notified that our application was approved by FERC, so we will be working on the ramp and dock projects this winter, which will be some of our most expensive projects to date. We are planning on self-funding these using existing capital, fund raisers, voluntary member dues pre-payment, and sweat equity. We are also looking at the possibility of doing some other projects during the summer, but our goal is to limit the work parties to the winter and summer to allow more time for sailing activities.

The purpose of our club is to promote sailing, so we will have a renewed focus on sailing programs in 2014. I believe the best form of advertisement for the club is to have boats on the water. We need to sail more and create programs to invite more people out.

I am excited about what is ahead for the club and look forward to the challenges for 2014.

See you on the water (or at a work party)

Mark

From the Vice

By Vice Commodore Ron Jenkie

The role of the Vice Commodore has changed tremendously since the days when we had a fully functioning clubhouse. No longer am I concerned whether all lights are working, the icemaker is functioning, and cupboards are stocked for our next club party. My role is much more simplified. I now am concerned with whether everything is being done in a timely matter for development of our new location at New Hope. We do have an in-house infrastructure manager who is planning and scheduling club development projects both contractor type and do it yourself. That person is engineer extraordinaire Jim Simons and so far he has proven to be an invaluable asset in the projects we have accomplished this past year. So give Jim a well-deserved thank you for what he has accomplished.

That said I would like to move to planned events for the next couple of months:

Dec 7th- I am sure you have received the E-vite sent out for the club Christmas Party. We thank Keith and Jennifer Bennett for volunteering to host this function. If you are planning to attend, be sure and reply so we can get totals for food purchases. And, be sure and comment on what **side dish** you are planning to bring. Jennifer has planned for desserts.

Jan 4th- We are giving all club members a free month of December with no work parties. But starting on January 4th we will begin a series of parties, possibly two or more per month, to prepare for the likelihood of putting in our ramp and first series of docks. Be sure and put this first work party on your calendar. Remember, DSC members are the driving force making things happen. Please plan to do your part.

Feb 15th- This is the date we are planning our 2014 Commodore's Banquet. For new members, this is the date that we honor all the hard work and leadership our Commodore has given to us this past year. This is usually a fun social event so plan on attending if you can. I will post details when we get closer to the function.

If you have any comments or suggestions please feel free to contact me at rjenkie@gmail.com or phone at 334-514-4442.

Ron

Rear Commodore Comments

From Rear Commodore Merry Hardy

I was nudged into the position of Rear Commodore, which I'm excited to take on, but I have some BIG boots to fill behind Dick Cline who did an excellent job in 2013. Dick promised to navigate me through my duties, so have no fear.

I have three main assigned duties which are, the sailing program for the 2014 calendar year, boat yard management, which includes moorings and boatyard storage, and the boat lift time slots. My main focus will be on the sailing program. This program will include racing, recreational sailing and the development of a youth program. I recognize that everyone has their own definition of enjoying time on the water in a sailboat and I would love to cross pollinate all of our club sailors into these three categories.

As far as the schedule for next year, starting in March I'd like to have two Saturday race days per month. The racers will have off-lake regattas to coordinate with, so the schedule for our races will be posted as we know more dates. We will host a GRITS Regatta the last weekend in October. It will be called "The Last Splash Regatta." Dick Cline and Ron Dettwiler will be the co-chairs for that event.

There seems to be great interest in the camaraderie of the Great long-distance race with the Stillwater's Sailing Club. I feel this is something that might re-bond our relationship with that club. I have some of my own ideas for recreational sailing activities, these ideas include: A women's only race where the men have to do all the dirty work. A best sailboat recipe potluck on one of the many islands we now have access to, build-your-boat out of recyclables race, watermelon racing, moonlight sailing and many other enjoyable activities that will inspire and develop a great bond between families and all members.

One of the greatest opportunities for our club will be the development of our youth program. They not only are the building blocks for the club, but the future of the club depends on them. The kids we bring into this program will be the legacy we leave behind. All of us can contribute to this and should be very enthusiastic about this program!

We have such an amazing opportunity at our new Dixie Sailing Club location. I hope you're as excited as I am.

Merry

My \$0.02 Worth – The Treasurer

From the Treasurer Roger Smith

We would like to thank all DSC members for their stewardship in paying dues for the year 2013. Everyone is current though October and many have paid ahead into the coming year. We are blessed with the FERC approval and will look forward to

our completion of the boat ramp this winter. We would ask that the members consider paying ahead into the coming year. If each member would pay in advance for the year 2014, we would have a stronger cash position. This would assist the club in the bid process and allow us to save money in the construction phase. Please be assured that whatever your decision is, you are appreciated and we look forward to the great sailing moments of 2014! "THERE'S NOTHING ...HALF AS WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS." (The Wind in the Willows, Kenneth Grahame)

Roger

DSC 2013 Annual Meeting – a Summary *From the Secretary Ron Dettwiler*

DSC members met at the New Hope Baptist Church on November 10, 2013 to hold our annual meeting. We had a total of 33 members and families at the meeting who enjoyed the delicious food prepared by the Jenkies, and Merry Hardy, and the plentiful and delicious desserts prepared by other club members.

The DSC board proposed minor changes to the membership categories in the club by-laws to update them and to make them consistent with regards to responsibilities and privileges. After some discussion and minor "tweaking" the proposed changes were voted on and approved. The changes will appear in the 2014 roster.

The general membership also voted on three new board members (J. Simons, R. Jenkie, and R. Dettwiler) who will serve on the board for the next three years.

All in all, it was a great meeting. Good location, delicious food, great weather, and, as always, outstanding fellowship.

NOTE: In a board meeting that occurred on November 19th, the following members were elected to the following positions for the next year;

Commodore – Mark Cline
Vice Commodore – Ron Jenkie
Rear Commodore – Merry Hardy
Treasurer – Roger Smith
Secretary – Ron Dettwiler

2014 DSC Roster

From the Secretary Ron Dettwiler

We're going to try to get our roster out earlier in 2014 but that means a lot of inputs have to fall into place first. Among other things, the new roster will document the 2014 sailing program, the racing and social schedule, the updated by-laws voted on at the annual meeting, and of course the actual roster of club members.

If the information shown for you in last year's roster is still good, there is no required action on your part. If, however, you wish to change something, please send me (dettwiler42@yahoo.com) the changed information so it can be reflected in the new roster.

For the new club members, if the information on your application is still accurate, no action is required on your part either.

High Times at Low Water!

From the Infrastructure Engineer Jim Simons

Now that FERC has approved our application, it's a whole new world. We had been waiting and waiting and waiting. Now, the fog has cleared and we have control of our destiny. We have a lot to do between now and the end of February, when the lake level starts back up. As you have experienced this year, the county ramp is really no substitute for a wide, deep ramp like we had at the old location. We don't have any choice but to commit our time and resources to a proper ramp for our own use, and in order to make the facility fully functional and attractive to new members.

So, here is a sequence of work, explaining some key considerations.

Plan for the Ramp

- Design a ramp based on Alabama DCNR standards.
 - Todd Mize [who did the CAD drawings for our permit application] met me Sunday afternoon [24th] at the club.
 - We set the ramp centerline and shot elevations from the current shoreline [483] to the top end of the ramp [120 ft].
 - Please don't disturb the stakes; they are the real thing, and will be benchmarks for the contractor.
 - Todd will have the drawings completed 1st week of December.
 - The slope will be 14% from 480 to about 50 ft up the ramp.
 - Then, the vertical curve will start decreasing the slope in 10 ft increments until it is 0% at the crown of the ramp.
 - The old ramp had a constant slope up to the end of concrete, then it broke. This caused some problems. This design will decrease the slope as we approach the top. The old ramp ended at the top of slope, allowing

gravel to be thrown down on the ramp, so the next guy had a problem with traction. The new ramp will be paved over the top.

- As the existing chert exceeds 16% in that area, preparing the subgrade will cut it back to a reasonable slope.
- The concept is that the ramp slope is the steepest below 490, and at about 500 starts to transition to level at the top.
- Above the top, there will be short radiused turnouts east and west.
 - Once we start using this ramp, we'll find it is not as wide and accessible as the landing strip we would prefer.
 - The top of ramp traffic will require a certain flow to be effective.
 - At this point, there's really nothing we can do to improve that flow.
- Prepare the subgrade.
 - Meet with Chris Sims and obtain a price for cutting/filling the subgrade, to be ready for the concrete contractor.
 - All the subgrade should be finished by the end of December.
- Bid the concrete ramp.
 - As soon as the drawings and specifications are complete, send them out as an IFB or RFP to interested contractors.
 - The bid period will be abbreviated, probably 2 weeks at the most.
 - We will need to have someone available during the week to let the contractors in for a site investigation. I wouldn't expect to have a single bidder's conference; we can just handle them individually.
 - Receive and analyze bids.
 - The bid packages will be structured to allow us to deselect some ramp areas, if finds are inadequate.
 - Any deselected work would be deferred until next season.
 - The slide-in slabs below 480 will probably be deferred, as
 - they are a significant expense and not having the extension below 480 would only affect winter operations.
 - The slab above the crown of the slope might be deferred.
- Award the work with an NTP NLT 1 Jan 14.
- As the subgrade would already be prepared, the actual work is only week-days three days; one to form, one to pour and one to strip a few days later.

Plan for the Dock.

- The only external constraint on starting the dock work is the shoreline permit.
 - As soon as we have the shoreline permit, we need to be starting on the docks, as delaying is only gambling on better weather.
 - As working in the cold can be exhausting, we need to be working in small chunks; 3-4 hours and then return home to get warm.
 - If we are only working on Saturdays, we need to work every possible Saturday.
- Dock 2, the one to the east of the main ramp, is the 1st priority.

- Getting this dock operational will allow us to fully and effectively use the main ramp.
- Dock 3 is the 2nd priority
 - This dock could be used again next season, in its current, marginal condition.
 - However, the rusted bar joist walkway to this dock must be replaced with a walkway similar to the galvanized one on Dock 2, and the replacement will be an expense.
- The existing Dock 2 floats and walkway will be disconnected and relocated away from the ramp area.
- The new Dock 2 fixed dock will be installed.
 - The fixed dock configuration can follow the design I used for the fixed dock at my house.
 - We can inspect that design, and modify, if necessary.
 - All lumber should be pressure treated.
 - As soon as we have a Bill of Materials take-off, we should obtain comparison pricing.
 - Layout the posts.
 - Excavate the holes with a Bobcat and auger.
 - Set the shore end framing of the dock with tiebacks into the shore.
 - Set the posts plumb with framing, the rough lumber left over from the boat lift would work fine.
 - Pour the posts with properly mixed concrete.
 - Let them cure a week, protecting them from freezing.
 - Frame the dock bents and stringers.
 - Deck the fixed dock.
 - Install the walkway hinge hardware on the fixed dock, the roller on the walkway and the rolling plate on the float.
- At this point, we would defer connecting the walkway to the fixed dock until the lake level has risen so we can float the ramp into position.
- All the rehab work on the main float would need to be complete before we connect the walkway.
 - After the walkway is connected, the main float would be anchored until the pilings could be driven.
 - After the pilings are set for the main float, the 2 slide floats would be moved into place, and the pilings set for them.
 - All this piling work would occur on the same day, so the contractor is only mobilized once.
- If the resources and manpower are available before the lake level rises too much [end of March], we could install the fixed portion of Dock 3.
 - While it would not have a functional walkway during the full pool months, we would have reasonable access with a main float temporarily attached.
- The same situation and condition applies to Dock 1, except that dock is a few feet shorter than Docks 2 and 3.

Resources

- Funding is a critical resource.
 - We should be very effective and economical.

- Our contractors need to know exactly what they are expected to complete, and the conditions they can expect. If the contractor has to price risk, then the cost will reflect that cushion.
- We need to get the best price on everything we buy.
- We need to minimize waste.
- We need to be working at every opportunity.

The most important resource is the membership.

- In order to spread the work, we are recruiting for committees to actually get all this done before the end of February.
- If you have any particular skills or you would like to develop some new skills, drop me a note, and we'll get this barge moving.

I built the fixed dock at the house by myself. Well, Scott Hanson did contribute a bobcat/auger for the last 2 holes.

- In fact, I built the dock and walkway at the cabin by myself also.
- So, I'm familiar with working during the low water winter periods.
- With good member commitment, the work we have to do this season should be a slam dunk.

You too could be a winner – DSC Fundraiser

From Commodore Mark Cline

I am not sure how many of you have heard, but we have a lot of projects that need to be completed at the club. We want to put in a ramp, docks, bathrooms, and pavilions. While we will try to use sweat equity as much as possible, some things will require money, lots of money. Some of you may ask, "why not go borrow money?" While it sounds easy, for a business or non-profit club with no assets, it's more involved. So initially we are going to try and self-fund our projects in 2014.

Beth Biggs, one of new members from 2013, works for a non-profit and has a lot of experience in raising money. She suggested have a \$10,000 draw down. The board thought this would be a great way to raise money and awareness and "green lighted" the event.

Russell Lands donated the Russell Lands Stables for us to use for our event on Friday, March 28th.

What is a \$10,000 draw down? Basically you sell four hundred \$100 tickets, which will raise \$40,000. You spend \$10,000-\$15,000 on the event, you give \$10,000 to the winner and you keep the remaining \$10,000 - \$15,000 as profit.

Members will be asked to sell a minimum of ten (10) tickets. Russell Lands will also buy/sell tickets. Ticket holders have a "1 in 400" chance to win.

Upon purchase of a ticket participants must indicate if they are willing to split the winnings or not. All tickets that have been sold are "drawn down" throughout the evening until there are five numbers left to be drawn. If all five finalists have indicated yes to splitting the prize money each would walk away with \$2,000. However if any of those five have said no to splitting the winnings, another number is "drawn down" either until all final ticket holders have agreed to split or until one number is left and a single \$10,000 winner is determined. The winner does not need to be present to win.

In addition there are tons of door prizes, a silent auction, heavy hors d'oeuvres catered by local restaurants, and a cash bar. More details are to come, but I wanted you all to get ready for the fun.
