



LAFAYETTE
Sailing Club

Inside this issue

Commodores Message	2
Board of Governors	4
Upcoming Activities	5
Racing: The Wind	7
Callout, Cleanup, Picnic	10
Boat Cleaning	11
New Type of Sailing	15
BOG Membership	16
LSC Website and Facebook	17
LSC Mission and Location	18

Is it summer yet?

It's almost time! The callout is soon and will we start racing as well. No ice on the lake and we are ready to go! Are you?

Lafayette Sailing Club
located on Lake Freeman, Indiana



Ahoy, sailors!

The sailing season is nearly upon us, and this newsletter is chock full of great information! Please read all of it, or at a minimum, read the titles to be aware of the content. There's a lot of "good stuff" in the hold for this one!

First there's the Spring Callout at Nine Irish Brothers, West Lafayette, on the Patio Thursday, April 18 at 6:00 PM. Last year we took aboard several new members who are now active. Let's do the same this year. Please come and take some time to introduce yourselves to new folks, give them your phone number/email address, and set up a date to sail! There is nothing better than getting out on the water to crave the serenity of sailing.

Then, the following Saturday, April 20 at 10:00 AM is our annual "Get the harbor ready" party! This year we'll be hanging new fender material from the sea walls to help keep boats from bouncing off iron. We have 60 feet of fender ready to hang, with chest waders and a back-hoe to help hang them. Plus, raking is (as always) needed throughout the harbor. Fortunately, Tom Brush did a nice repair job on the ramp last fall and it held up over the winter, so we'll be in great shape to launch once we clean up the winter "gunk" (scientific word) on the ramp.

In May we'll hold a Race Clinic over 3 weekends: May 4, 11, and 25, with racing on the 18th. These clinics build on one another, but if you can't make a given date, don't worry: there will still be stuff to learn! Even if you don't want to race, if you just want to make yourself a better sailor, there will be content for you. We'll discuss the updated Notice of Race, Sailing Instructions (both of which were last updated in 2016), wind, courses, wind shifts, favored side of a course, sail trim, and a very little bit on rules. Jacob Bleier will be leading these events.

This will lead up to our June Race Weekend and Commodore's Picnic! A perennial favorite, we'll hold several races across Saturday and Sunday, June 1 and 2 (starting at noon on Saturday, 1:00 PM Sunday) with awards for that weekend alone! Following racing on Sunday we'll have another pot luck with burgers and bratwurst and drinks provided by the Club, and sides and deserts provided by you, our talented members. And, all past Commodores are welcome to attend, even if they are no longer members, and encouraged to bring their hats.

Finally, in July we'll have our first traveling regatta/cruise on Lake Freeman. There will be more in the July Newsletter, but I'll touch on some of the as-

pects here.

As we have discussed in this newsletter the Club meets on private property at the graciousness of Mary Kay Fisher. However, we have no legal standing to remain on the property. We are continuing to work with Mary Kay to pull together a lease agreement that better addresses our current arrangement and future continued use of the harbor. That said, there is a group of members that would prefer more predictability as well as additional infrastructure (like bathrooms) for the Club. Therefore your Board of Governors commissioned a sub group to evaluate move options on Lake Freeman. White Oaks has been approached and they are open to hosting the Lafayette Sailing Club should our future necessitate a move. However, before we make a unilateral decision to move, we would like to “stress-test” White Oaks. To that end, we are planning a cruise up on Friday, July 19 evening for dinner, and racing out of White Oaks on Saturday. We would like people to drop their masts and bring their boats to launch at White Oaks to see how challenging it will be to rig and launch, then hold races from their facility. If you don’t want to drop your mast, we ask you leave Fisher Harbor by boat around 10:30 AM so that you leave sufficient time to sail up to White Oaks. On Sunday, we plan another sail up to White Oaks for a late afternoon lunch. Since White Oaks has camping facilities as well as cottages, some of our members will camp there and act as hosts for LSC. All of this is planned for July 19, 20 and 21, but still must be confirmed by White Oaks. So watch for more either in the July newsletter or email blasts from Mike Nolan.

Also in July is the LSC Planned Cruise, July 7-13, right after the Lake Freeman Fireworks on July 6. This year the launch point is expected to be at Cheboygan, MI, for a cruise around Bois Blanc Island. Former member Jay Beugly lives on the island and will be meet members who join Randy Carie and Lewie Wallace for the trip. Cheboygan is about 7 hours by car from the harbor. Randy and Lewie can help with your trailer as well. Contact Randy at randycariec22@yahoo.com for additional information..

As I close this lengthy letter, I want to also remind all members that they are always welcome to join the Board of Governors at our monthly meetings. They are the second Wednesday of the month at 7:00 PM, and we have settled on meeting at Nine Irish Brothers on St. Rd. 38E in the Library room.

Fair Winds and Smooth Waters

Commodore Kevin Kunz



Membership Highlights

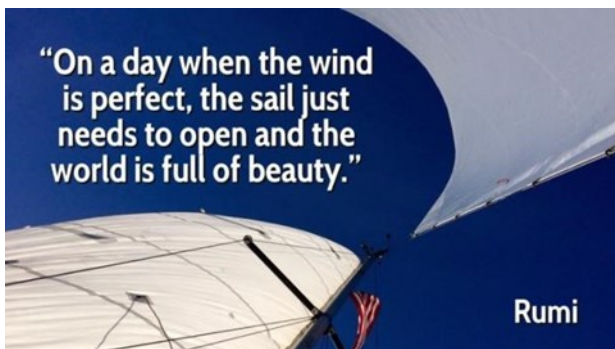
Membership in the Lafayette Sailing club is open to anyone. Membership applications can be downloaded from the club website at www.lafayettesailingclub.com.

New applicants must obtain the signatures of two active members as sponsors before submitting an application. One way to obtain the required signatures is to visit the LSC Harbor at Lake Freeman on a weekend during a scheduled activity, e.g. races, etc..

All memberships are family memberships. There are three levels of membership with different costs and privileges. There is also a new member price at each level for a families first year of membership. All memberships include the use of club sailboats, as well as attendance at all LSC activities.

Membership with voting rights, harbor launch privileges and (1) boat storage—\$285/\$225 (first year)

Additional boat storage for any class of member is \$85/year/boat.



Board of Governors

Officers



Commodore—Kevin Kunz



Vice-Commodore — Doug Kingsley



Recording Secretary — Cary Troy



Treasurer — David Klenosky

Directors

Membership — Bill Ferner

Club Fleet — Jim Keller

Race — Jacob Bleier

Grounds — Carl Griffin

Social — Dorothy Broaddus

Communications — Mike Nolan

Members at Large

Dave Dugger

Helmuth Aberer

Carsten Schminke

Cruising Coordinators

Lewie Wallace and

Randy Carie

Upcoming Event at White Oaks by Kevin Kunz

The Lafayette Sailing Club is a unique and beautiful place. It has wonderful grounds, plenty of boat parking, a decent launch ramp, and a protected harbor facility that, while it has seen better days, still gets the job done. And, we plan to do some improvements to the harbor this year hanging new fender material (at no cost to the club) on the seawall. So what the heck is all this about?

In a nutshell, it's about our future. We've held operations at what is now known as Fisher Harbor for 55 years. We want to continue to be at Fisher Harbor for another 55 years. But more importantly, we want LSC to still be a beacon for Lafayette-area folks to sail.

LSC does not own the land that surrounds Fisher Harbor. It is privately owned by Mary Kay Fisher, who solely inherited it when her late husband, Dave, passed away in August, 2010. She wants LSC to continue operating at Fisher Harbor, and has a great affinity for the people of LSC. She doesn't want anything to change — ever.

But LSC has no legal basis to continue operations at Fisher Harbor once Mary Kay's wishes are no longer paramount. There may come a day when LSC is asked to move and find a place to operate that is not Fisher Harbor. A similar thing happened to the Purdue Sailing Club when the land they were on, owned by NIPSCO on Lake Shafer, was refused to Purdue to continue sailing there. Purdue also had no lease on the land, and no legal basis to stay. So they ended up moving to Eagle Creek, and now operate from Eagle Creek Sailing Club, with a lease.

As Commodore, I believe the membership is owed long-term security for continuing operations in a place amenable to host our sailing activities. In order to ensure we have that security, we need to pursue a lease with Mary Kay. We are. And we may yet come to agreement. But if we do not, then I and the Board believe it is in the Club's best interest to evaluate options, and then test to see if those options are viable BEFORE we are asked to make a move.

Perhaps the most ready-made and appealing option is to move operations to White Oaks. They have an infrastructure that could provide the support and capabilities to see us grow. For example, they have restrooms on the property as well as a restaurant and bar, and a beach, ramp, docking facilities, and boat storage. And, in initial discussions with their management, they would be very interested in hosting LSC. Further, there is camping on site, and a number of our members have RVs and are ready to camp and sail.

But there may be problems with White Oaks. Perhaps their dock space is too small. Maybe the cost would be prohibitive. Possibly the water in the area is quite shallow. We simply don't know. Therefore, the Board put together a plan to "stress-test" White Oaks to see how viable they are, before we have to make an immediate move decision.

So the weekend of July 19, 20 & 21, we are planning a series of events at White Oaks. Many of the details are not worked out yet, but we're working through them. What we do know is that some of the members plan to reserve camp sites to act as hosts. We are also planning this during our Friday Full-Moon Cruise, followed by Saturday racing and Sunday cruise to lunch. We'd like as many sailors as possible to drop their masts and trailer over to White Oaks to provide feedback on their launch and possible storage facilities — something you won't be able to really test if you sail over. And, we want to test their docking facilities. Is it enough? We'd like people to cruise over Friday evening and/or Sunday for lunch to test that. There is no long-term commitment to White Oaks beyond that weekend.

There may be a cost involved. We will try to have the Club pick up the tab on any launch fees or dock fees for this one-time event. That will also give us a feel for how expensive a move may be. We also want your feedback of your experience in sailing out of White Oaks. To that end, we plan to send out a SurveyMonkey survey on your experience.

This may be a bust. Or it may be a boon. We simply don't know. Your help in participating will help the Club determine its future. We hope you help make this a successful "stress-test" of White Oaks' facilities. Further, when it comes time to decide on making a move, your experience will help us time the move most effectively. Should you have questions or comments, constructive criticism, or just want more information, please contact me at kevin.a.kunz@gmail.com, or Jacob Bleier at jtbleier@gmail.com. Thank you.

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'Sometimes it's difficult to believe this is considered quality time.'

Sailboat Racing: The Wind

In the first newsletter article we broke racing down to 3 priorities: knowing the wind, knowing the boat, and knowing the rules. The wind is arguably the most important thing when racing, because if you don't have it, you can't go. Almost always more wind is better, even if it's not exactly in the right direction. This article will focus on knowing the wind.

Understanding the wind starts with a quick analysis of the forecast. Is the wind slated to clock or back (move clockwise around the compass or counterclockwise)? This has impacts on which side of the course may become favored. Once you know the forecast, the next concern you have is identifying which side of the course has more wind. This can be done from shore if you can see the racecourse (at Lake Freeman you typically can) and watching the wind on the water. Which side has more ripples (is darker)? That side has more wind. Watch over the course of several minutes. Does it look like the wind oscillates across the race course? Or holds one side more than the other? If there's a pattern, try to identify the pattern. I sailed one regatta where the wind shifted 5 degrees back and forth every 2 minutes. The leaders tacked every 2 minutes. The trailers did not.

When you approach the race course, you'll want to break down the wind impacts under three different scenarios:

At the start;

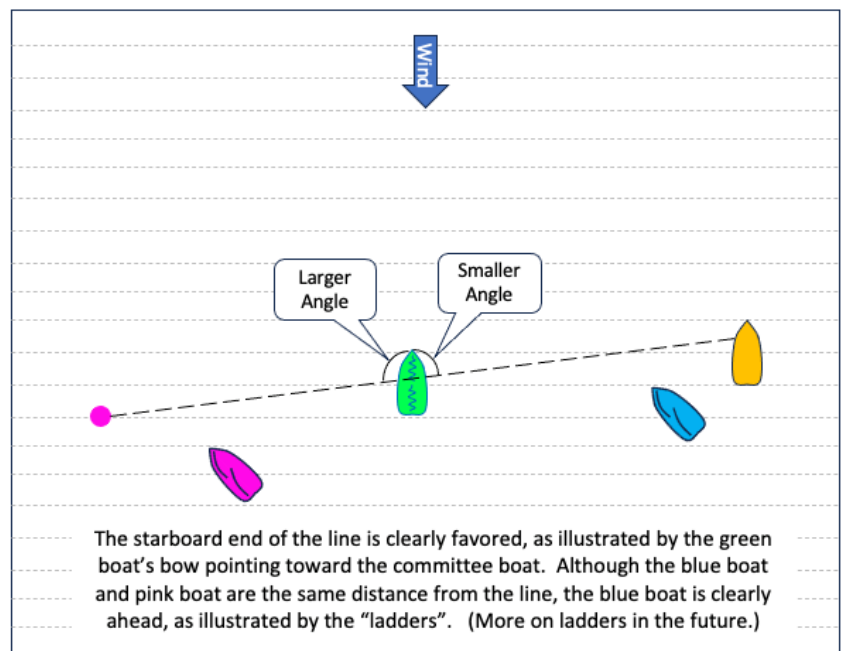
At mark roundings;

At the finish.

The Start: Identify which end is favored (ie, closer to the wind).

In an ideal world, the start line is "square" (at 90 degrees) to the

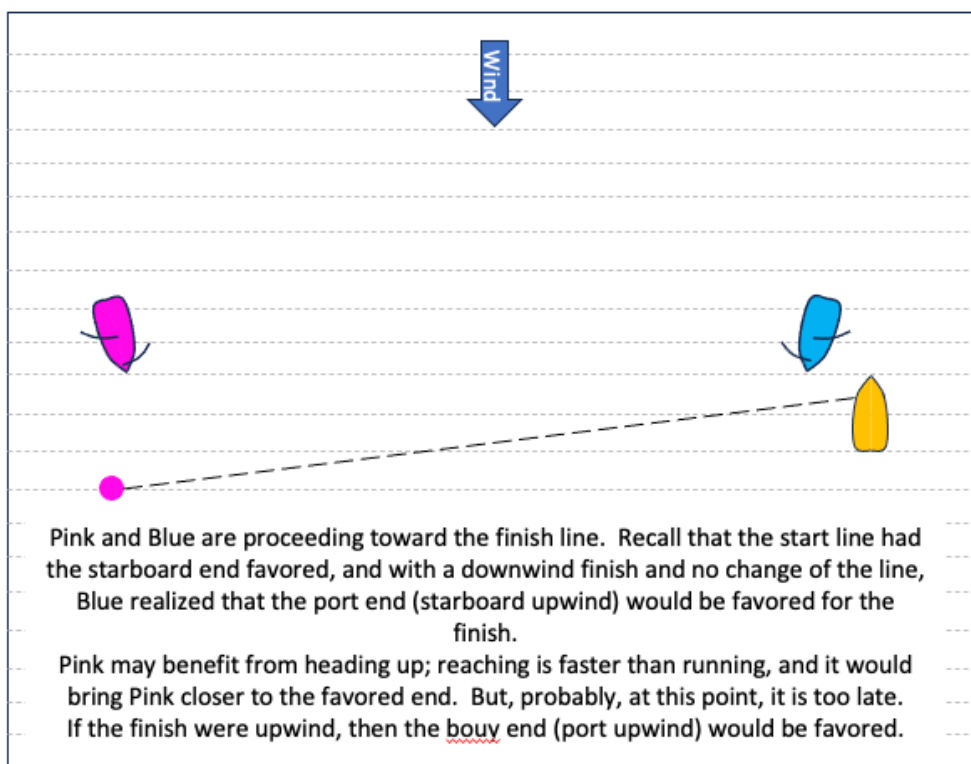
prevailing wind. However, puffs and oscillations will "favor" one end over the other. Prior to the warning signal (5 minute gun) sail the line, at about mid-way point the boat directly into the wind. Hold it there for about 10-15 seconds. See which end your bow is pointing toward. That's the favored end. Repeat this at about 3 minutes to go, then establish which end of the start line you want to be on (the "favored" end). But don't ignore which side of the course is favored and has more wind. Some-



times it's better to start on the unflavored end and get more wind than to start on the favored end in no wind, or worse, in a traffic jam, stopped.

My brother and I did a recent regatta where the port end was clearly favored, by almost 50 degrees. However, the right-hand side of the course was heavily favored, and had more wind. We chose to start at the favored port end thinking that we'd tack over to port shortly after the start and cross the fleet. However, of the 38 boats on the line, 12 also had the same idea, and we got jammed up. The leaders all started on the first third of the starboard end of the line (heavily unflavored), caught the wind first, and sprinted out ahead. By the first mark we were 22nd, a position we would hold to the finish. Having wind trumps everything.

Mark Roundings: As you approach a mark, when you are about 10 boat lengths away from rounding it, look 10-15 boat lengths upwind of that mark. Where is the wind? Is it on the right or left side? Go that way. On Lake Freeman when the wind is from the east or west, you might not be able to look that far upwind. So look at the course and see which side is darker, and go that way.



The Finish: Like the start line one end is likely to be close to the wind than the other. Unlike the start line, you can't run the line, turn head-to-wind, and see which side the bow is pointing towards. So, based on what you've experienced throughout the course, pick an end to finish on. If the start line is also the finish line, you likely already have an idea which end is more upwind. In this case, if the finish is an upwind finish, then finish on the other end of the start/finish line. If it's a downwind finish, finish on the same end you saw as being favored (closer to the wind). This is better understood by a drawing:

If the line is a “new” line (ie, you did not start or cross it at any point during the race), take a look at the ripples on the water near the line. Cross the line at the end where the ripples are the most “dense” (darker). This makes you go faster as you cross the line giving you an advantage.

A primary rule of finishing: do not cross in the middle. Pick an end. Even if it’s the wrong end, over time you’ll learn how to read which end is favored.

Next newsletter we’ll review your boat: rig, condition of your sails, foils (board and rudder), bottom, telltales, and sail trim. We’ll also talk about weight placement in your boat. Going to one-design regattas is an excellent way to identify the best condition of your boat and sails. Also, Sailzing offers some of the best on-line training available. Search “Sailzing” on YouTube & subscribe.

See you on the race course!



April Callout, Harbor Cleanup and Regatta Picnic

Lots of upcoming events! Mark your calendars.....Upcoming events include the Spring Callout, Harbor Cleanup and Regatta Picnic.. Here are the details.....

Spring Callout: Thursday, April 18, 6:00 PM, Nine Irish Brothers, West Lafayette. We have the Patio reserved. Please come. Pick a potential new member, give them your contact info, and make a date to sail. Increasing our membership is crucial to continuation of the Club. And people love us and will love sailing.

Harbor Cleanup: Saturday, April 20, with rain date Sunday, April 21. We'll start at 10:00 AM. Bring rakes, tarps, leaf blowers, and maybe chain saws (if you have them). There are lots of leaves that need to be moved. We'll also be hanging new fenders from the sea-wall. We'll need people in the water and on land to help with that. If you have fencing tools, and battery powered drills bring those. Lunch will be provided: burgers and/or brats, chips, deserts and drinks. We'll make it fun. Plan for about 4 hours. If we get done sooner, that means we had a lot of folks join in.

The Commodore's Picnic is coming, June 2, after racing (about 4:00 PM). It takes place at the Harbor. The Club will provide a meat dish and drinks, and like last year, we're asking the membership to bring either a side dish, appetizer, or desert, your choice! This is always a terrific time for everyone. Oh, and if you don't plan to race but know how to cook on the grill, we might need your services; so come on out! You don't have to race to eat!!!!

Date	Day	Start	Event
Social Events			
April 18	Thursday	5:00	Spring Callout (patio at Nine Irish Brothers)
April 20	Saturday	10:00	Harbor Clean-up & Opening
June 2	Sunday	5:00 PM	Commodore's Cocktail Party
Evening Potluck and Sail			
April 26	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
May 24	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
June 14	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
Racing			
May 4	Saturday	12:00	Intro to racing meeting/class
May 11	Saturday	12:00	Warm-up Race
May 18	Saturday	12:00	Racing
May 25	Saturday	12:00 PM	Memorial Day Race Clinic
June 1	Saturday	12:00	Race weekend
June 2	Sunday	1:00	Race weekend
June 8	Saturday	12:00	Racing
June 15	Saturday	12:00	Racing
June 22	Saturday	12:00	Racing
June 29	Saturday	12:00	Racing

Boat Cleaning—time to get ready!

Over the last several months people have asked me what products I use to keep my boat clean and remove fiberglass/gel coat oxidation. Keeping it clean is one thing; removing oxidation is time consuming and somewhat expensive, but I'll include it toward the end. Ideally, prevention is worth a lot: purchase a full-deck cover from Sailor's Taylor. It's expensive (~\$400), but will really limit oxidation and keep your deck clean.

LSC has tires for fending the boat off the sea wall. This leaves black streaks on the boat, and if they're not cleaned regularly (ideally after every sail), they're really difficult to remove. Starbrite Black Streak Remover works very well on removing those black marks off the hull. Follow the directions; the stuff must soak for a while to be effective, and if you leave it on long enough, you'll see the black streak begin to run down the hull.

Since LSC does not have any fresh water to rinse your boat off with after coming out of the water, you're stuck with either toweling it off or washing it every so often. I power-wash my boat roughly every 4-6 weeks, primarily because that's how frequently I go to an away regatta. However, power washing it once a year (end of season) is typically fine.

There is a great self-service car wash in Monticello (Bart's Car Wash, 822 W. Fisher St.). Start by taking down your mast and trailering your boat there. Spend some time on the trailer too. If you have your own power washer at home, I use Starbrite Boat Wash for soap, although any liquid soap will work.

Once the hull and deck (and inside) are clean and well-rinsed, you'll need to remove the "scum" from the hull, and return it to its original color. I use Starbrite Instant Hull Cleaner. It uses oxalic acid to cut through the brown scum and turns it white (or its original color) in 10-20 seconds. Don't forget to rinse it afterwards. You can do all of this at the car wash. Here's a picture of my boat's hull half-done; you can see how brown it was on the untreated side.

For most people this is probably enough, however, the next couple of steps require investment in time and equipment.



For the hull, you have two options: wax or wet sand. I've done both. In an ideal world, you want to invert your boat; however, if you can't do that, you can tip it on its side and work on it that way. Before you begin, either remove your centerboard or stabilize it inside the trunk (shoving water pipe insulation in on either side of the board works very well to stabilize the board and is easy to remove.). Stabilize it from above the board and underneath (yes, you have to get down under the trailer to do



this). To tip your boat, step your mast, put some pads down (floor pads from Menard's) on the grass, and pull your trailer out from under the boat. May take some friends to help with this. The boat should be on the ground on the pads. Next, extend your main halyard all the way out, maybe add a rope to it as well. Put some additional pads under the side where you plan to tip the boat over onto. Pull the boat over using the main halyard/mast as leverage, and rest the mast on the ground (maybe on a pad). If you plan to leave it this way for a couple of days, maybe park the trailer over the mast head to help prevent the boat from inadvertently righting in a strong wind. Here's how my Flying Scot looked this past fall when I did this. You can also tip it over if you want to apply the Hull Cleaner.

First, inspect your hull for major "issues". If you have bubbles in the gel coat, gashes in the bottom or other major problems with gel coat or fiberglass integrity, you'll need to resolve those first. That's beyond the scope of this article, but if you want help, Mike Nolan has lots experience with fiberglass and gel coat repairs.

If the bottom integrity is fine, you need to decide if you want to wax or wet sand. Both take a few days, depending on the size of your boat. (The Flying Scot is 19' long, 7' wide, and weighs 785 lbs.).

Waxing: To wax it, ideally you want to use a paste wax and a buffer. I highly recom-

mend McGuires Ultimate Compound (\$20/qt—Menards) and a Griot's 6" random orbital variable speed polisher (\$250—amazon or autozone), with orange "cutting" pad. Place the wax compound on the boat in a 2-3' "stripe". Push the polisher (off) around a 4-5 sq ft area, spreading the compound. Then run the polisher on about 5.5-6 on the speed wheel, about 1750 rpm. Be aggressive. Push into it. You'll begin to see the compound dry then flake off. You'll also see the oxidation seep away. Towel off with a microfiber cloth (you'll need about 20-30 of these before you're done; buy a box of 50 at Menards). You may need to go over your hull 2-3 times before you get the mirror finish the boat had when it was new.

Sanding: If you decide you want to sand your hull, be sure you have water available. You'll need it. Buy 400, 600, and either 800 or 1000 grit wet/dry sandpaper and a good sanding block (Menards). Fill a 2.5 gal bucket with water. Soak your sandpaper/block. Sand your hull starting with 400 grit moving your block ONLY in the fore-and-aft direction (so that the scratches run with the motion of the water across the hull) until all imperfections are gone, wetting your sandpaper frequently, and changing it when the block no longer wants to "suck" against the hull when you sand with it. In some cases you may need to go to 320 grit, but be careful throughout this process; you don't want to go through the gel coat, which is probably only 1-2mm thick. Do waterline to waterline, and bow to stern. After all the imperfections are gone, you'll need to remove the 400 grit scratches with 600 then 800/1000 grit. As you get finer in grit, you spend less time completing the job. You'll need to rinse your hull frequently with fresh water to remove the fiberglass build-up. A low flow of fresh water is fine. Once complete, you can right your boat, put it back on the trailer, and sand or wax the sides between the waterline and the deck. Your choice, using the same techniques covered here and above.

Sanding will not give you a mirror finish. It will be a matte finish. But the general consensus is that sanding results in a faster bottom than waxing because sanding promotes linear flow, whereas waxing promotes turbulent flow. Personally, I think when you're sailing through waves you only have turbulent flow, but I have never seen any scholarly studies demonstrating this either way. (I'd love to get some feedback with links to studies.)

If you want to clean your deck and return it to a mirror finish, DO NOT wax or use McGuires to do this. You'll end up slipping right off your deck. I have, however, found a great product that removes oxidation and does not leave a slippery finish: Presta Chroma Ultra-Polish (Amazon). Apply similarly to the description in "Waxing" above throughout the deck on any surface that does not have non-skid molded in, or non-

skid tape applied. Buff with the orange “cutting” pad and wipe with a microfiber cloth. Repeat to remove oxidation. The deck should not be slippery. You can do seats too.

In total, I spend about a week every fall completely cleaning the boat, and power wash regularly throughout the season. My season runs from January (Florida regattas) through October; I take November and December off from sailing. But more importantly these techniques help you hold onto or even enhance the value of your boat, and make it more enjoyable to sail on. Below is a picture of all the products mentioned in this article. (I receive no financial incentive from endorsing these products.) You’ll also notice two additional products: Goo Gone and Mother’s Mag & Aluminum Polish. I use these as needed. In ALL cases, follow the instructions, as this makes a HUGE difference in the product’s performance.



Airbus to launch new low-carbon ocean fleet featuring Flettner rotors

Mentioning Airbus doesn't usually bring the image of sea vessels to mind, but the aerospace giant has announced that it plans to replace its charter fleet that carries components across the ocean with greener, more efficient ships starting in 2026.

We live in a global economy and that's true even if we're speaking of single companies. In order to gain the proper levels of efficiency, it's common for firms to spread their facilities across continents and even the entire globe.

It's partly for this reason that Airbus maintains its own fleet of three chartered vessels, which ferry aircraft subassemblies across the Atlantic Ocean from Saint-Nazaire, France, to the company's single-aisle aircraft final assembly line in Mobile, Alabama. With A320 production expected to rise to 75 aircraft per month by 2026, that adds up to a hefty carbon footprint.

To combat this, Airbus has commissioned shipowner Louis Dreyfus Armateurs to build three new low-emission roll-on/roll-off ships that Airbus will lease, but Louis Dreyfus Armateurs will own and operate.

The new streamlined vessels will feature six Flettner rotors, which are large, vertical, rotating cylinders that act like airfoils and use the wind to generate thrust to drive the craft. In addition, the ships will incorporate two dual-fuel engines running on maritime diesel oil and e-methanol. Also, routing software will be used to plot the most effective course that takes the most advantage of prevailing winds and currents.



Each transport will be capable of carrying seventy 40-ft (12-m) containers and six single-aisle aircraft sub assembly sets – up from the four-set maximum of the current fleet's ships.

According to Airbus, the new technology will reduce carbon emissions from 68,000 to 33,000 tonnes by 2030.

According to Airbus, the new technology will reduce carbon emissions from 68,000 to 33,000 tonnes by 2030.

"The renewal of our marine fleet is a major step forward in reducing our environmental impact," said Nicolas Chrétien, Head of Sustainability & Environment at Airbus. "The latest generation of vessels proposed by Louis Dreyfus Armateurs are more fuel efficient than their predecessors, using cutting-edge technologies like wind-assisted propulsion. This demonstrates our determination to lead the way in decarbonizing our sector by innovating not just in aviation, but across all our industrial operations."

2024 BOG Membership

The Board of governors (BOG) is always looking for member input and/or new members. The BOG meets (usually over dinner and drinks) about 10 times per year to run the club. Not really a lot of work, but a great way to learn a lot about the club, learn about sailing, and it gives you a great reason to hang out with the rest of us once a month!!!

You can join us if you want; either as an official BOG officer or just as a member. No experience necessary. Just send us a note via the club website (Lafayettesailing.com) and we can get you the meeting schedule time and place.

LSC has teamed Up with BoatU.S!

BoatU.S. provides a vast range of services, information and savings to recreational boaters, including:

- Members-only discounts and Member Rewards with West Marine equipment purchases
- Discounts on fuel, overnight slips, and repairs at more than 900 marinas nationwide
- BoatU.S. will pay up to \$50 per incident On-The-Water Towing with your basic membership
- Access to high-value, low-cost group-rate boat insurance
- Full year subscription to the award-winning BoatU.S. Magazine

Now you can get 50% off of annual Membership dues when you join the nation's largest association of recreational boat owners. You pay one-half of the regular BoatU.S. dues of \$30 – that's just \$15.00 a year! For more information, go to <http://www.boatus.com/> and be sure to mention our Co-operating Group ID number GA84516S to get the specially reduced rate.



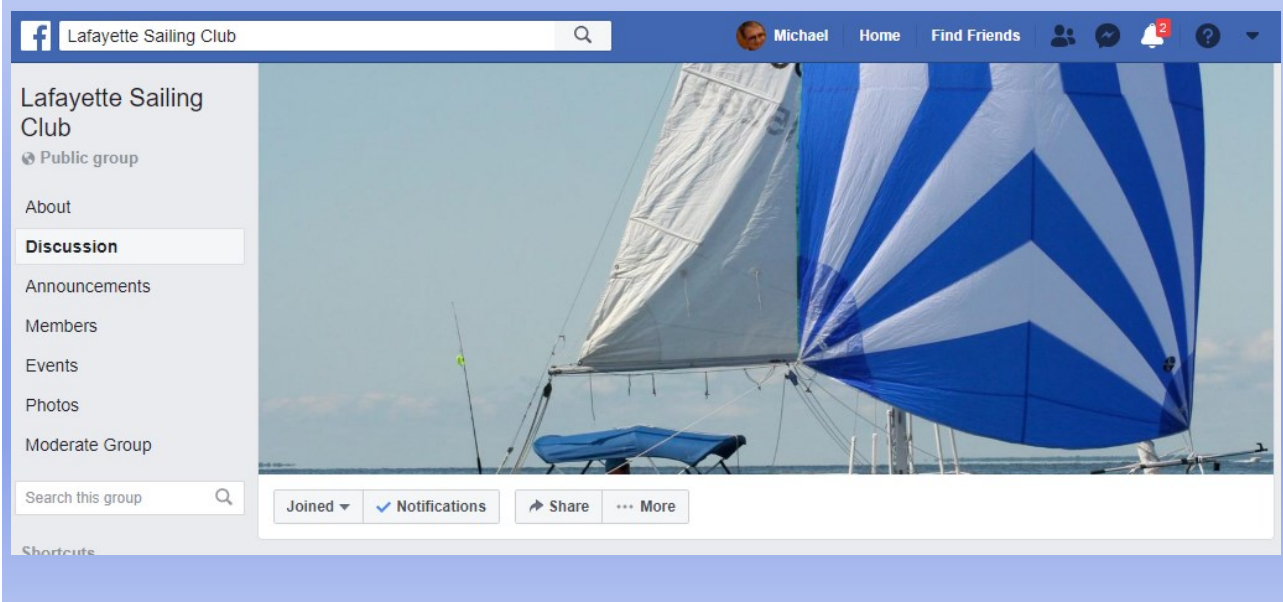
What's on the website!

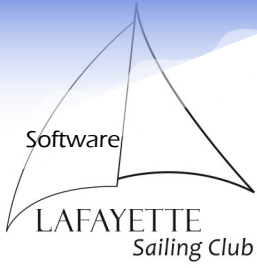
Check out the LSC website at <https://lafayettesailing.com/>

You can find all sorts of useful information and pictures there including membership registration forms as well as event dates, contact information, newsletter archives and more!

Find us on Facebook

The Lafayette Sailing club has a Facebook presence. We will try to post pictures, news events, and invitations to activities. It's a good way to get ourselves out in front of the community. Check us out, join the group, and contribute your pictures!!!





The Lafayette Sailing Club is an organization composed of individuals and families interested in sail boating and sail boarding. The club was originally formed in 1969 by a small group of Purdue University and Lafayette area individuals interested in sail-boat racing.

Membership is open to anyone interested in sailing. The club maintains it's own harbor on Lake Freeman. Members may park their boats at the harbor. The club also owns three sail-boats available to any member.

Membership information can be obtained at <http://www.lafayettesailing.com>

