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**Welcome to (a) New Year!**

This has certainly been one of the most interesting sailing seasons in memory. The Board of Governors is meeting regularly to keep things going, deciding what activities to hold, and what precautions we need to take. Check inside for more details. The event calendar for the year is on pages 9. Print it out and come join us!

Ahoy Sailors,

The summer heat and humidity are now with us, so it's a good time to get out onto open waters and into unobstructed breezes.

The Lafayette Sailing Club is conducting races and some social activities. A recent gathering of Past Commodores and club members at the Harbor was treated to a beautiful weather day. We enjoyed greeting fellow sailors and friends. Racing will be continued per schedule. Bring your competitive spirit and join in.

The third Wednesday of the month has become our 'Fun Race and Eat' event which is a late afternoon sail (race) followed by a 'bring-your-own' picnic. What a great way to enjoy the sport and spend time with like-minded folk.

The summer cruise was held during the week of Saturday, 18 July thru Friday, 24 July. Because we know that the cruisers always have a good time, we will look forward to hearing stories of their adventures.

The Friday evenings nearest the full moon are 'Sunset Sail' events, again followed by 'bring-your-own' picnic. Enjoy an evening of romantic sailing.

Our next big social event will be the annual BOG Picnic on Sunday, 9 August at 5PM. This is sure to be a popular outing for all - a beautiful outdoor setting and fun socializing (at a distance).

Even though the Virus has slowed life for some activities, sailing isn't one of them. We can keep our distance but still enjoy the pleasure of the sail. The heat and humidity of Indiana summers are part of the life of the sailors of LSC, so we are happy for the breezes that come our way.

Please stay safe and healthy. Sail on...

*Commodore Carl*





## 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](http://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-Carl Hager



Vice-Commodore—Jacob Bleier



Recording Secretary—Steve Bruhn



Treasurer—David Klenosky

### Directors

Membership —Rex Henthorn

Club Fleet —Jay Beugly

Race —Michael Nolan, Jacob Bleier

Grounds—Brendan Morreale

Social—Dianne Atkinson

Cruising-Bruce Borrer

Communications—Michael Nolan

### Members at Large

Jim Keller

Randy Carie

Adam Barrett

Rosie Caldwell



# Upcoming Events

## Regatta and Picnic

It's time for the annual Board of Governors Regatta and Picnic! We will be sailing/racing on Saturday (noon) and Sunday (1pm), August 8th and 9th. At the conclusion of the Sunday races (around 5pm) we will hold our annual regatta picnic. Similar to that held in June, we would ask that you bring your own seating and food. The club will provide drinks. We will meet out by the water and can socially distance ourselves appropriately.

In an effort to insure we have enough drinks, can you respond to your evite if you will be attending the picnic, and if so, how many of you will be there? If you didn't get an evite, just email Mike Nolan at [mnolan@purdue.edu](mailto:mnolan@purdue.edu). Thanks!



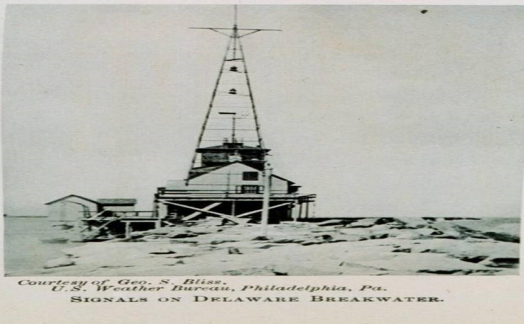
## Upcoming Races

Still a lot of racing this season.....come join us!

- Saturday, August 8th-Sunday, August 9th; Regatta
- Saturday, August 15th; 12 noon
- Saturday, August 22nd; 12 noon
- Saturday, August 29th; 12 noon
- Saturday, September 12th; 12 noon
- Saturday, September 19th; 12 noon
- Saturday, September 26th; 12 noon
- Saturday, October 3rd; 12 noon
- Saturday, October 10th; 12 noon

Name	Total
Titolo, Steve	141
Nolan, Barb	124
Nolan, Mike	104
Eismin, Tom	100
Keller, Dave	85
Klenosky, Dave	76
Brush, Tom	70
Bleier, Jacob	56
Keller, Jim	44
Reehling, Ron	36
Henthorn, Rex	34
Ferner, Bill	23
Ursem, Mike	23
Beugly, Jay	16
Caldwell, Chuck	6
Keller, Donna	3
Aliaga, Sebastian	2
Barrett, Adam	2

# Marine Weather Forecasting in the National Weather Service (NWS)



Courtesy of Gen. S. Bliss, U.S. Weather Bureau, Philadelphia, Pa.  
SIGNALS ON DELAWARE BREAKWATER.  
Picture 1 - Signal Tower for Storm Warning Flags used by day, lanterns by night. Used to warn mariners in: "The Boy and the U.S. Weather Men", 1917, p.236. Photo Courtesy of U.S. Weather Bureau circa 1910.

The National Weather Service Marine Program has a mission to provide marine weather forecasts, warnings, and other information for the protection of life and property while on the waters. Weather and ocean data are critical to the mariner. This is due to a combination of hazards – such as strong wind and large waves – and the inherent isolation while on the water. Mariners in smaller vessels encountering hazardous conditions in the coastal waters and Great Lakes may be hours away from safe port and at the mercy of the elements. Large ships at sea also face potentially great dangers and are often days

away from a safe port. When in peril, rescue of these vessels may be hours or days in coming. Reliable, rapid, and easy access to weather information, when properly understood and applied, supports decisions which ultimately lead to saving lives and reducing economic losses. Not having accurate and timely weather information and the knowledge to properly apply it, increases risk to mariners and their vessels.

NOAA's National Weather Service is responsible for issuing marine forecasts and warnings for the U.S. coastal waters and Great Lakes, offshore and high seas portions of the Pacific and Atlantic Oceans, Gulf of Mexico, Caribbean, and for a portion of the Arctic Ocean (north of Alaska).

In coastal areas, NWS provides vital services and products to inform and protect residents, businesses, tourists, and others from hazardous weather and surf conditions. Typically in the coastal community, rip currents, inundation due to storms and unusually high tides are the primary focus. Marine observations and forecasts also support ecological assessments and predictions, disaster response, and decision support services.

The NWS marine forecast services support vital decision-making processes for short, medium, and long-range planning, emergency response, and hazard mitigation. This empowers mariners and other users to be better informed – and therefore safer and more productive.

Over half of the U.S. population lives within 50 miles of the coast. At sea, maritime commerce has tripled in the last 50 years. In the following sections, we will explain how marine weather forecasts are made, the history of marine weather forecasting, and then take a look at the future of marine weather forecasting.

## The History of Marine Weather Forecasting in the National Weather Service

In 1870, a Joint Congressional Resolution requiring the Secretary of War "to provide for taking meteorological observations at the military stations in the interior of the continent, and at other points in the States and Territories...and for giving notice on the northern lakes and on the seacoast, by magnetic telegraph and marine signals, of the approach and force of storms" was introduced. Congress passed the resolution and on February 9, 1870, President Ulysses S. Grant signed it into law. A new national weather service was born within the U.S. Army Signal Service's Division of Telegrams and Reports for the Benefit of Commerce that would affect the daily lives of most of the citizens of the United States through its forecasts and warnings for years to come.

A Marine weather program began on January 23, 1873 at the United States Army Signal Service's Division (US Army Signal Corps today) in New Orleans, Louisiana. On that day, the Signal Observer transcribed meteorological data from the ship logs of those arriving in port. On October 1, 1890, the weather service becomes a civilian agency when Congress, at the request of President Benjamin Harrison, passes an act transferring the meteorological responsibilities of the Signal Service to the newly-created U.S. Weather Bureau in the Department of Agriculture. Official three-day marine weather forecasts for the North Atlantic began in 1901 (from U.S. Navy). The



Picture 2 - Coast Guard aircraft used to drop hurricane warnings to sponge fishermen off the west coast of Florida. Photo Courtesy of the National Weather Service circa 1938.

responsibility of marine forecasting was transferred to the Weather Bureau in 1904 and in 1905, the **SS New York** transmits the first wireless weather report received on ship at sea.

In the early 1900s, the Norwegian Cyclone Model created by V. and J. Bjerknes provided the first glimpse as to the structure of the atmosphere across the mid latitudes. This meteorological advancement and the increase in shipboard observations for the first time provided the ability for meteorologists to create a crude map of the state of the atmosphere.

In 1912, the **RMS Titanic** sank and in response, the International Convention for the Safety of Life at Sea (SOLAS) was formed in 1914. A maritime safety treaty, SOLAS determines requirements for safer ocean voyages across the globe ensuring that ships flagged by signatory States comply with minimum safety standards in construction, equipment and operation.

A hurricane warning service was established in 1935. In 1940, the Navy established a weather center and President Roosevelt ordered the U.S. Coast Guard to man ocean weather stations. A defining moment in marine weather forecasting occurred during WW II when the decision to invade Normandy on June 6, 1944 was based on accurate weather forecasts indicating the correct combination of tides and winds.

In 1957, the United States Weather Bureau started to publish the Mariners Weather Log, a bi-monthly publication addressing marine issues. The Mariners Weather Log is still published today and documents significant storms over and near the Earth's oceans and the Great Lakes of North America, tropical cyclones and non-tropical cyclones.

The U.S. Weather Bureau became the National Weather Service in 1970. Forecast weather maps began to be published by offices in New York City, San Francisco, and Honolulu for public use. North Atlantic forecasts were shifted from a closed U.S. Navy endeavor to a National Weather Service product suite via radiofacsimile in 1971, while northeast Pacific forecasts became publicly available by the same method in 1972.

In 1975, the first "hurricane hunter" Geostationary Operational Environmental Satellite (GOES) is launched into orbit; these satellites with their early and close tracking of hurricanes, greatly reduce the loss of life from tropical cyclones. In 1977, the success of weather satellites results in the elimination of the last U.S. weather observation ship; real time access to satellite data by national centers advances hurricane, marine and coastal storm forecasts.

It was not until the turn of the 20th century that radio communications became commonplace on ocean faring vessels, which allowed for ships to contact and be contacted by other ships or land. While early radio communications were not standardized and mainly tailored to the ability of passengers to receive telegrams, it was the first time in which real-time observations were able to be relayed to others in the region. During this same time the density of meteorological observations and understanding of the atmosphere was increasing at a rapid rate.

Today, the Ocean Prediction Center and the Tropical Analysis and Forecast Branch are responsible for issuing Offshore and High Seas forecasts and warnings for much of the North Atlantic and North Pacific Oceans including tropical sections such as the Caribbean Sea and Gulf of Mexico. These forecasts are broadcast internationally via **SafetyNET**, the international service for the broadcast and automatic reception of maritime safety information (MSI) and search and rescue (SAR) related information and **NAVTEX** (Navigational Telex), an international automated medium frequency direct-printing service used for delivery of navigational and meteorological warnings and forecasts within 200 nm of the coasts. Individual Weather Forecast Offices are responsible for issuing marine forecasts and warnings for near shore coastal waters of the U.S. and its territories.

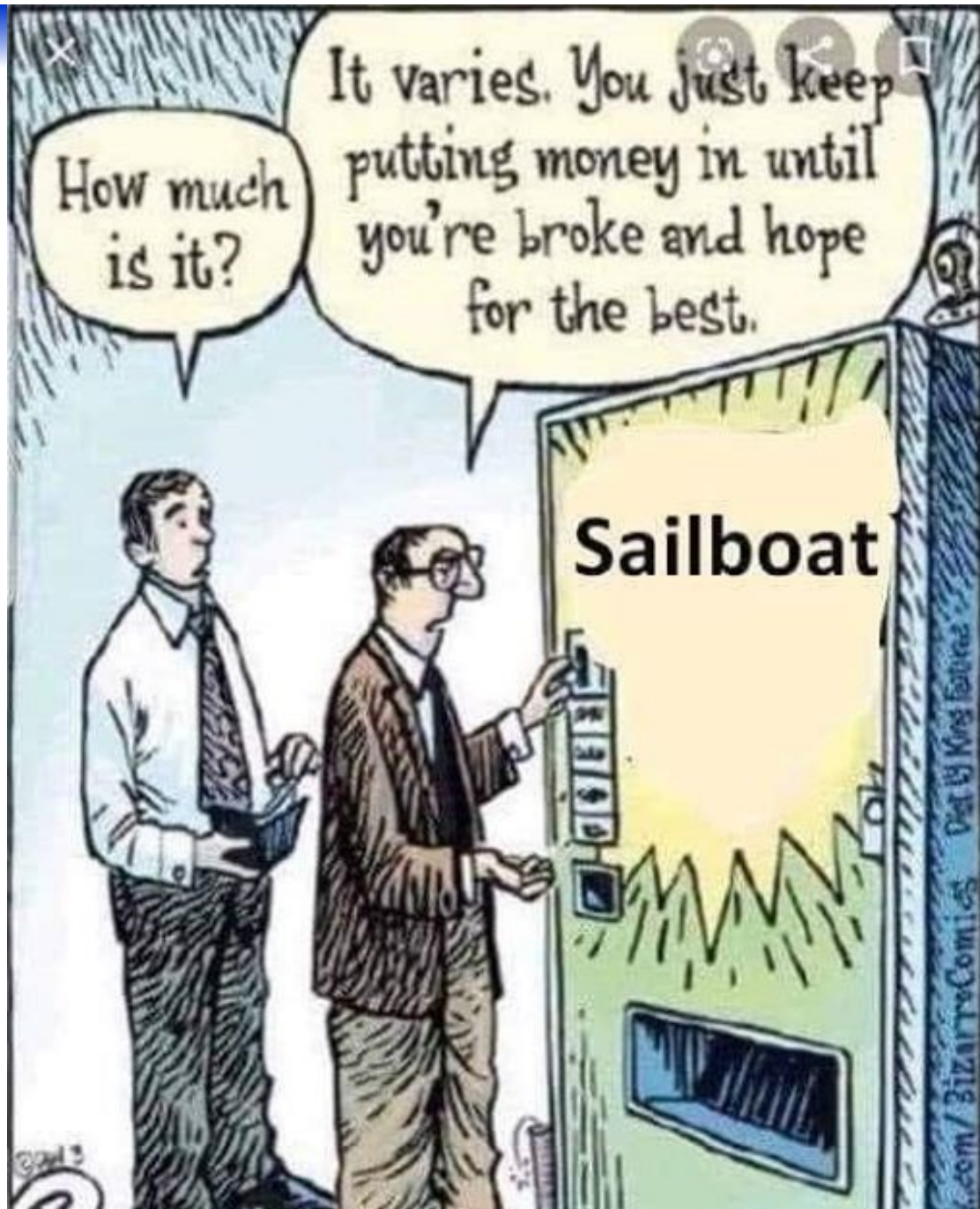
**Next Newsletter**—————**Marine Weather Forecasting Today**

# Covid Virus Information

The Board of Governors is actively monitoring the Covid-19 virus situation and even though we know everyone wants to get out sailing, wants to make sure it is done in a safe manner. To accomplish this, the Board plans to:

- Meet more often and send out information via a regular email to club members
- Monitor and comply with all US, state, county and local regulations as we determine what activities to continue, cancel and/or modify.
- Implement additional procedures if needed to insure everyone's health and safety.
- Make regular visits to the harbor by Board members to insure the safety and security of club property and members boats.
- Organized club activities for the month of April have either been canceled or have gone online. Check the website calendar if you have questions about specific activities.
- At this time, it is hoped that our organized activities can re-start in some way beginning in May, but as social distancing requirement will likely still be in place, some of our larger club activities might have to be modified.
- The State of Indiana has issued travel restrictions effective until at least April 20th. We will see if any changes are made after that date and promptly communicate them to club members.
- Technically state parks remain open, but campgrounds, welcome centers, inns, cabins and other buildings are closed. Families are permitted to go outside and take a walk, run, ride a bike, go fishing or boating, but they should continue to practice social distancing by remaining 6 feet away from other people.
- The Board of Governors is meeting again on Wednesday, April 29th and will update the membership at that time.





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## Want to get Involved??

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 let Commodore Hager or Mike Nolan know and we can get you the meeting schedule time and place.



# 2020 Activity Schedule (subject to change)

## August

Saturday, August 1st; Racing-12 noon  
Saturday, August 8th-Sunday, August 9th; Regatta  
Sunday August 9th, BOG picnic -5pm  
Wednesday, August 12th; BOG meeting – 7pm  
Saturday, August 15th; Racing-12 noon  
Wednesday, August 19th; Fun Race and Eat-6pm  
Saturday, August 22nd; Racing-12 noon  
Saturday, August 29th; Racing-12 noon

## September

Friday, September 4th; Moonlight Sail  
Wednesday, September 9th; BOG Meeting-7pm  
Saturday, September 12th; Racing-12 noon  
Wednesday, September 16th; Fun Race and Eat-6pm  
Saturday, September 19th; Racing-12 noon  
Saturday, September 26th; Racing-12 noon

## October

Friday, October 2nd; Moonlight Sail and Bonfire, 7pm  
Saturday, October 3rd; Racing-12 noon  
Saturday, October 10th; Racing-12 noon  
Wednesday, October 14th; BOG Meeting-7pm  
Friday, October 16-Sunday, October 18th, Fall Cruise-TBA  
Friday, October 30th; LSC annual banquet, 6pm

## November

Saturday, November 7th, Harbor Appreciation and Cleanup, 10am  
Wednesday, November 11th; BOG Meeting-7pm

## Recurring Events

Women Sailing on Wednesdays (W<sup>2</sup>)

-an informal gathering of sailors every Wednesday (weather permitting) starting around 2pm and sailing till ???. No experience required

## Racing

-On Saturday, races start (ready to go) at 12 noon, rain date if needed on Sunday  
-On Sunday, races start (ready to go) at 1pm, no rain date

## Fun Race and Eat

-an informal event that might include a race or two (down to the dam and back) followed by having something to eat and drink afterwards. These races are untimed and unofficial and do not count towards the club championship. We will try to have one per month. No official rain dates scheduled.

## Cruises

-can be attended by those with and without larger cruising boats. A separate email chain will be created to keep interested cruisers informed about the specifics.



### 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 Cooperating Group ID number GA84516S to get the specially reduced rate.



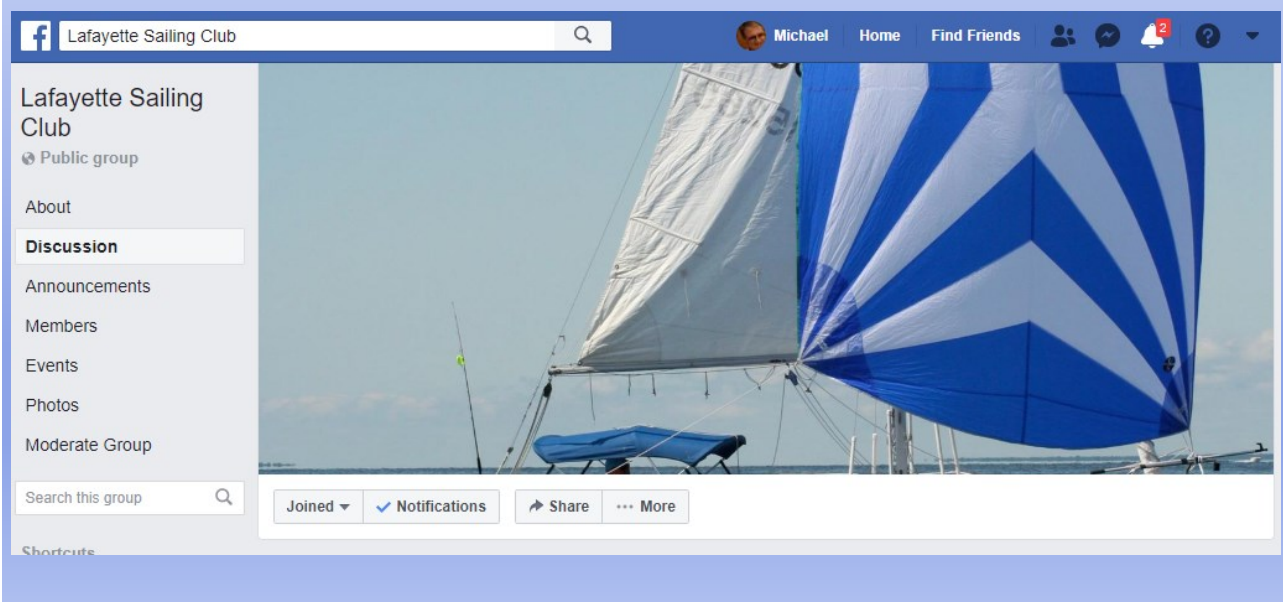
## What's on the website!

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!!!



## Portsmouth Yardstick

The Portsmouth Yardstick (PY) or Portsmouth handicap scheme is a term used for a number of related systems of handicapping used primarily in small sailboat racing. LSC uses this system for our own race scoring.

The handicap is applied to the time taken to sail any course, and the handicaps can be used with widely differing types of sailboats. Portsmouth Numbers are updated with data from race results, normally annually. The most prominent Portsmouth Yardstick systems are probably those administered in the United States by the Portsmouth Numbers Committee, in the United Kingdom by the Royal Yachting Association (RYA) and in Australia by Victoria Yachting.

### History

The original UK Portsmouth Yardstick was developed by Stanley Milledge, who was in charge of handicapping racing at the Langstone Sailing Club in 1947 using the Island One design as the scratch boat (having a value 100). In 1950 he received support from the Portsmouth Harbour Racing & Sailing Association to produce the first edition of the Langstone tables for club use when they would be known as Portsmouth numbers.

In the United States, the Thistle was chosen as primary yardstick for compilation in 1961 with a value of 83.0, which corresponded to its RYA PN rating at the time. Other boats were compared using their DIYRA (Dixie Inland Yacht Racing Association) rating to produce the D-PN number. This proved successful and in 1973 the responsibility was passed from the DIYRA to the North American Yacht Racing Union. Wind Handicap Factors (HC) are an extension conceived by the DIYRA Portsmouth Numbers Committee to take a more realistic account of wind and wave conditions for different classes. This produces a factor based on  $F=100$  for each point of the Beaufort Scale from 0 to 9.

### Application

Each class of boat is assigned a "Portsmouth Number", with fast boats having low numbers and slow ones high numbers. In a race involving a mixed fleet, finishing times can be adjusted using the formula:

$$\text{Corrected Time} = \text{Elapsed Time} \times \text{Scale} / \text{Handicap}$$

where Scale is 100 for US and AUS numbers, and 1000 for UK numbers, and Handicap is the applicable Portsmouth Number for the given class of boat. Each boat's time is adjusted with the formula, and then the adjusted scores are compared to determine the outcome of the race.

For example, a PD Racer (a semi-open homebuilt class, and the slowest listed boat in the

USA scheme) has a D-PN of 140, and an A-Scow (the fastest listed centreboard boat) has a D-PN of 61.3. If an A Scow takes 1 hour to finish a given course, and a PD Racer takes 2 hours, the handicapped times are:

A Scow:  $1 \text{ hour} \times 100 / 61.3 = 1.63 \text{ hours}$

PD Racer:  $2 \text{ hours} \times 100 / 140 = 1.43 \text{ hours}$

So the PD racer, although it took twice as long to finish the course, would be declared the winner.

### Examples of boats and their Portsmouth Numbers

There are hundreds of boats that have a Portsmouth Number, or D-PN, or both; the table below gives some notable examples. The official table of RYA PN's is published on the RYA Portsmouth Pages. The official table of USA D-PNs is published on the US Sailing website.



# Look good this sailing season!!!!

## Club logo apparel available!

LSC has partnered with Coral Reef Sailing to produce LSC logoed apparel and other items. The apparel is high quality and includes the LSC logo and name on each item. Two more lines of custom text can be added to most items if you wish. LSC receives a small percentage of each sale, so your purchases help out the club! LSC has been added to the SHIPS STORES link on Coral Reefs ships stores page, but you can directly access our page at <https://www.coralreefsailing.com/index.php/club/lafayette-sailing-club.html>.



Cotton Hat (Lafayette Sailing Club)

★★★★★

\$22.00



Unisex Mesh Polo (Lafayette Sailing Club)

★★★★★

\$32.00



Men's Short Sleeve Tech Shirt (Lafayette Sailing Club)

★★★★★

\$32.00



Men's Long Sleeve Tech Shirt (Lafayette Sailing Club)

★★★★★

\$35.00



S/S Adult Cotton Tee (Lafayette Sailing Club)

★★★★★

\$22.00



Columbia Women's Benton Springs (Lafayette Sailing Club)

★★★★★

\$62.00



Columbia Men's Steens Mountain Fleece (Lafayette Sailing Club)

★★★★★

\$60.00

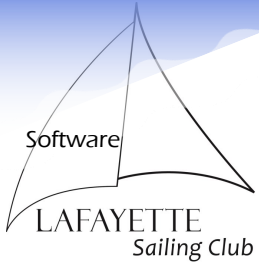


Unisex Hooded Rugby Pullover (Lafayette Sailing Club)

★★★★★

\$58.00





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>

