

January 2017

# Waterline



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## Spring is just around the corner!

It's a new year! And sailing season will be upon us before we know it!

Lots of things in this newsletter. A message from the new Commodore, the 2017 schedule of events, as well as travelogues, pictures, races rules and other items. So get your boat

(and yourself) in sailing shape this winter as we are raring to go. Spring will get here sooner than you think!

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**Lafayette Sailing Club**

located on Lake Freeman, Indiana



# Commodores Message

Donna Keller



## Ahoy Fellow Sailors!

Spring will be here before we know it and all will be enjoying longer days, warmer weather and sunshine. Now is a good time to get out your calendars and fill in the LSC events. The more you participate the more fun you will have. We have cruising fun, racing fun and just plain sailing fun. We are currently looking for a member or members to chair and serve on our social committee. Also, if anyone is interested in being cruise director for the Holland Cruise let me know.

Events will begin in March with the winter mini-cruise to Lake Carlyle in southern Illinois in March. Contact Randy Carie if interested in going to Lake Carlyle.

During the month of April, we will be readying our boats for racing and sailing with the moonlight as well as getting the harbor ready with our Harbor Appreciation Day. Don't forget to book Wednesdays throughout the season and earn a Wednesday Navy Burgee.

Looking into May we begin with a mini cruise to Lake Monroe (contact Dave Keller if interested), racing and also offer a sailing school. Let's all try to get new people and members out for those events. There are several racers who don't mind taking newbies along as crew. Just beware and take it under advisement you may not want to crew for Dave Klenosky! He likes to turn over with new crew.

Events in June include our open house, sailing school on the water, more racing, a mini cruise on Lake Freeman, our first regatta and the Past Commodore's cocktail party. July brings on continued racing, the fireworks on Lake Freeman, more moonlight sailing and the cruise which has recently been changed to Traverse Bay, Michigan (contact Kirk Gilbert if interested).

Regattas and picnics highlight the month of August along with continued racing and moonlight sailing. Weather permitting, we will race into September along with a possible mini cruise to Holland, Michigan and continue sailing into October.

Finishing out the season with our annual Banquet and Harbor Appreciation Day in November allows all of us many different opportunities during the season. Come out, get involved, make new friends, renew friendships and enjoy the waters of Lake Freeman. Remember we have Nothin' But Fun at the Lafayette Sailing Club.

See you all soon and if you get down to Florida this winter let me know. We are enjoying the weather, winds and warmer temperatures. Send those winter sailing pics to Deac Karns so he can post them on the Website.

*Commodore Donna Keller*



## 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)

Membership with voting rights, but no harbor launch privileges or boat storage—\$245/\$185 (first year)

Membership with no voting rights, harbor launch privileges or boat storage—\$75/\$55 (first year)

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



### COOPERATING GROUP PROGRAM

As a member of Lafayette Sailing Club  
a Cooperating Group with BoatU.S., you are invited to  
become a BoatU.S. Member at a special discounted rate:

**50% OFF BOATU.S. MEMBERSHIP**  
Regularly \$30— Your Price: **\$15!**

**BOATU.S. COOP #:** GA 84516 S

**New BoatU.S. Members:**

Sign up online ([www.boatus.com/join](http://www.boatus.com/join)) or call 800-395-2628.  
Mention the BoatU.S. Coop# above.

**Existing BoatU.S. Members:**

If you are not currently receiving the discount, please email [membership@boatus.com](mailto:membership@boatus.com) or call 800-395-2628. Mention the code BoatU.S. Coop # above.

# Board of Governors

## Officers



Commodore-Donna Keller



Vice-Commodore—Sam Guffey



Recording Secretary—Carl Hagar



Treasury Secretary—David Klenosky

## Directors

Membership —Rex Henthorn

Club Fleet —Jacob Bleier

Publicity —Kirk Gilbert

Race —Steve Titolo

Sailing School—Michael Nolan

Grounds—Ron Reehling

Website—Deac Karns

Ships Store—Barbara Nolan

Social—(currently open)

Cruising-Kirk Gilbert

Newsletter—Michael Nolan

## Members at Large

Voting Member—Eric Mortensen

Voting Member—Brendan Morreale



## Spring 2017 Schedule

Wednesday, January 25, 7:00pm	BOG Meeting
Wednesday, March 8, 7:00pm	BOG Meeting
Mar 16-19,	Winter Mini-Cruise (Lake Carlyle, IL)
Wednesday, April 19, 7:00 pm	BOG Meeting
Saturday, April 22, 10:00 am	Spring Harbor Appreciation Day (rain date Sunday, April 23rd)
May 4-7,	Spring Mini-Cruise (Lake Monroe, Bloomington, IN)

**Spring will be here before you know it!**





## A Trip to the Manitou Islands and back!

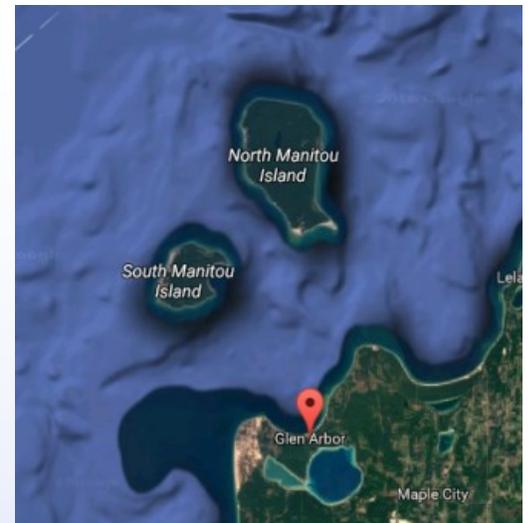
Sam and Patrick Guffey

Friday, July 22, 2016. Sam and brother Patrick said goodbye to Alli and brother-in-law Chris in Traverse City and set out for Glen Arbor as the jumping-off point for a trip to the Manitou Islands.

Friday's nearshore forecast called for winds out of the west at 5-10 knots with clear skies and waves 2' or less. The offshore forecast predicted west winds 10-15 knots becoming SW 10 knots and waves subsiding to 2'. And for overnight, the winds were expected to veer from SW to NW.

Our experience lined up pretty well with the forecast. Fairly light conditions at the Glen Arbor boat ramp made launching easy. The ramp is fairly good quality, though small. The ramp itself isn't solid; it's made of a metal grating material. It seems fairly strong, but trying to launch a 4,000+ lb boat would be asking for trouble. Fortunately, Reggae only weighs about 800-900 lbs when loaded with gear. The depth at the end of the ramp is about 6', so that shouldn't present a problem for most boats that would consider launching or retrieving from there. The only real concern that I saw (which turned out to be quite true on our way back!) was the open unprotected nature of the spot. If much wind and seas are running in from the north-west, this ramp is not safe to use.

After a pleasant and uneventful launch, plus parking the Jeep and trailer on the side of the road with a note ("We'll be back by Tuesday. Call my wife if I don't answer."), we slipped our dock lines and got on our way. We motored away from shore for just a minute or two before raising sail. Then we motorsailed for another 10 minutes because I wanted to completely dry out our outboard, which had been flooded the day before when it fell into





Grand Traverse Bay. Thanks to Alli's insistence that we use the safety cable, we didn't lose the engine. And thanks to my brother-in-law Chris's expertise in repairing flooded engines (apparently he has done this several times with dirt bikes), our little Johnson 4.5 gave us no problems at all.

On days with fog or thick haze, it can be difficult or impossible to make out the Manitou Islands even from atop the lookout of Pyramid Point, only seven miles away from the islands. Fortunately, today was perfectly clear. I was pleasantly surprised to see that

both islands were easily visible from the launch ramp. "Why don't people go out there more often?" I thought. Our trip out was very pleasant, with very favorable winds from the west-southwest at about



10 knots. Once we got away from shore about 2-3 miles, the winds picked up a bit. Judging from the frequent whitecaps, I would guess they were about 16 knots. Since South Manitou lay directly NW us, the wind coming over our port beam put us on a close reach the whole way. I think a close reach is Reggae's fastest point of sail. We moved fast, too, making almost 10 miles in scarcely over two hours. Pretty good for a 17' boat! With a 16' waterline length, Reggae's theoretical hull speed is 5.2 knots [6 mph], but I bet it's possible to get up on plane when conditions are just right. Patrick manned the helm the whole way, dealing with the 2' waves like they were no problem at all.

Aside. Reggae's ultralight displacement and flattish rounded hull shape actually make for quite a comfortable ride over 2, 3, and even 4 foot waves as long



as the boat is balanced fore and aft and the waves come in on the aft quarter, the stern, or at an angle off the bow. I was impressed, and I would be comfortable in the future taking her out in 4 foot swell, as long as the waves aren't breaking and

the wind isn't ripping along too fast. I think the comfort factor would actually be worse on a longer boat; since Reggae is only 17', whereas almost all of the big waves have a length at least 2-2.5 times as long, Reggae is never touching two waves at once. Although I haven't yet sailed on a 22 or 25' boat, I bet that it would be a lot less comfortable.

Eventually, we made it to the large natural harbor of South Manitou Island. As long as you know how the wind is predicted to develop, it is pretty easy to position yourself at an appropriate part of this half-moon-shaped harbor and then drop anchor near shore in about 6' of water. Depths drop off fairly quickly, so take the time to choose the right spot. It's tough to pay out a 7:1 scope of anchor line if you drop the hook in 40'+. In our case, the wind was from the west but predicted to veer to the north at night, though with little strength. So we anchored at the west side of the harbor at about the 9 o'clock position, then we headed ashore.

Getting ashore when anchored out on a 17' boat is, well... interesting. You can't exactly tow a dinghy behind a sailboat that is barely bigger than a dinghy itself. We thought of using inner tubes, but figured that you would still get wet anyway. The water is fresh and it wasn't cold, so we ended up putting our clothes and boots into a nice sealing dry-bag and then jumped in. Beforehand, we pulled in close enough to shore to hand off our tent and shore camping gear to one of us wading in waist-deep water. The rest we took in the dry bag. It did work surprisingly well, but I'm considering getting a little soft inflatable boat to make the transfer easier next time.

Next time.....what's on the Island, and how do you get back!



## Club Boats and Committee Boat update

### Club Boats

LSC has three club boats for use by members. We own a Sunfish, Laser and a Capri. The sails, rudders, and sign out book are located in the shed.

The boats are open for use by all club members. All we ask is that: You sign in/out the boat when you use it. That way we can track how much use the boats are getting.

If you have not sailed the boat you'd like to check out, you work with a BOG or other club member to insure that you know how to rig, launch, right, and retrieve the boat.

This process will help keep the club boats in better shape for a long time. Many clubs don't have general use club boats, we are lucky to have three, so feel free to use them!

### Committee Boat

A new (used) committee boat was purchased this year to replace our aging boat. There are a couple of minor items still to be addressed, but it looks like the boat will provide us with years of service.

Thanks to everyone who got it ready for the summer on such short notice! We have a few more things to get done on it

### LSC has teamed Up with BoatU.S.!

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

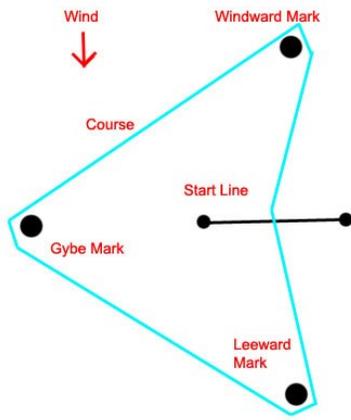
- Members-only discounts and Member Rewards with West Marine equipment purchases
- Discounts on fuel, overnight slips, and repairs at more than 900 marinas nationwide
- BoatU.S. will pay up to \$50 per incident On-The-Water Towing with your basic membership
- Access to high-value, low-cost group-rate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



# LSC Racing Rules Condensed and Explained

The rules for racing in the LSC are posted on the club website. Many of the rules are boilerplate, and don't need any explanation. Here are a few of the more important rules, AND a plain language interpretation of them for beginning racers.



But first, what is the racing course? Normally the race chairman creates a two to three legged course using anchored buoys. One buoy, known as the start buoy, helps define the starting line. The starting line is an imaginary line drawn between the start buoy and the race committee (usually located either on the committee boat in the harbor or near the flagpole on the point). The other buoys are spread across the lake, with one more or less upwind from the club, and the other downwind. If a three legged race is set up, the third buoy is placed more or less west of the harbor on the western side of the lake.

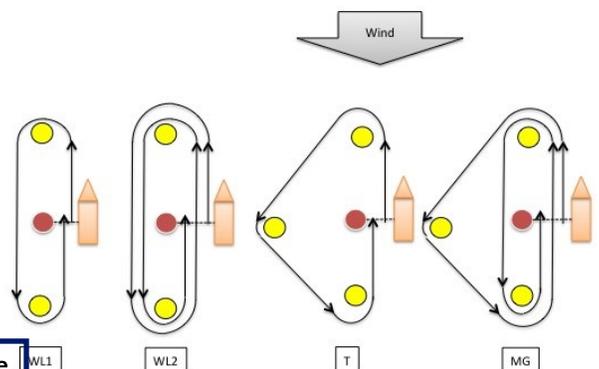
The course usually requires that the boats cross the start line, headed upwind, at or after a specified time, then go upwind and around the upwind buoy, (known as the windward mark) turning around that buoy (usually with the buoy to the port side of the boat), racing downwind to the next buoy, (which could be either the gybe mark or the leeward mark) also turning to port, then heading back through the starting line, which has now become the finish line. Each boats elapsed time is recorded, and after applying a boat specific handicap, the race time for each boat is calculated. The boat that finishes in the shortest handicapped time is awarded first place, the next boat second and so on.

## Course Setup

There are lots of ways to set up a course. There can be two or three legs....you can go once, twice or three times around the course, you can also change up the course in the middle! All of this is particular to each race and decided by the race committee at the skippers meeting held 30 minutes before the race begins. At that same meeting, the number of races will be set as will any other items that need to be discussed.

A start time for the race will be decided upon and announced. Hopefully your boat is in the water and ready to go! All the boats head out towards the starting line, maneuvering so as to be ready to cross the line just at or after the start of the race. If you cross the start line early, you have to go back around and cross the line again.

10 minutes before the start of the race, a yellow flag is raised by the race committee, 5 minutes later the blue flag is raised. With one minute left before the race is to start, the blue flag is lowered. At race start, the horn sounds, and the red starting flag is raised. Everyone can now start and head to the first buoy.

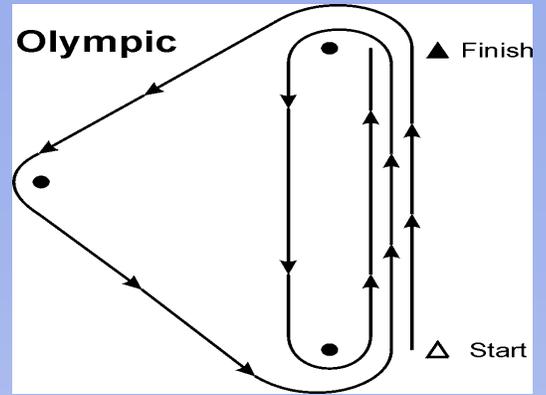


Some of the more common course layouts used by LSC for racing.



While racing, the right of way rules always apply.

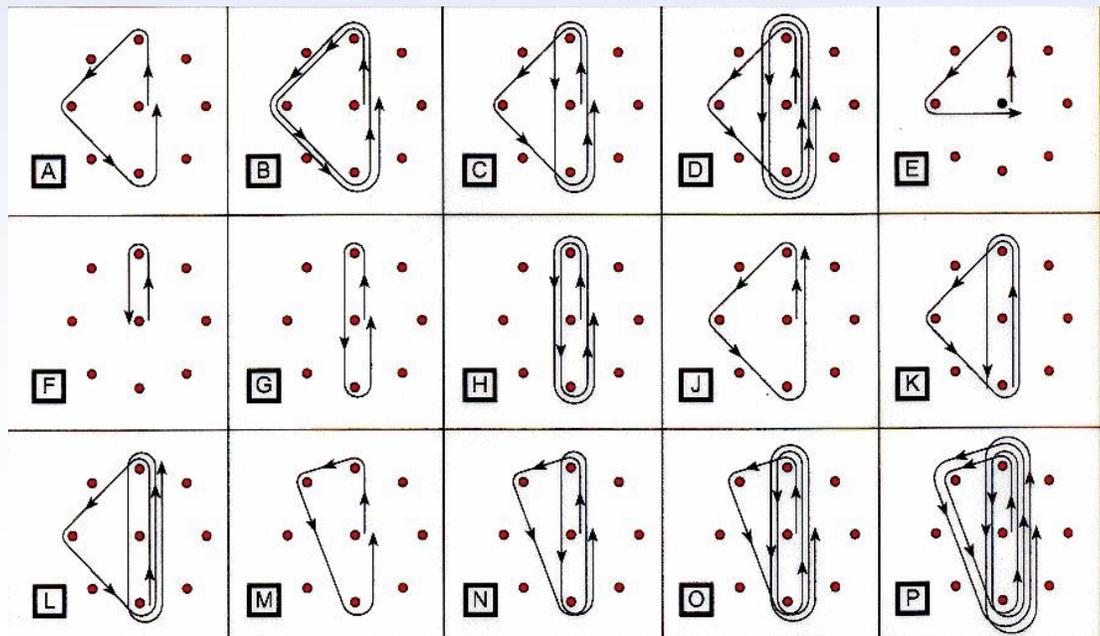
- Boats on a port tack (jib and mainsheet are over the starboard side of the boat) must keep clear of boats on starboard tack.
- When boats are on the same tack and overlapped, the boat to windward (the boat closest to the wind) shall keep clear of a leeward boat.
- When boats are on the same tack and not overlapped, the boat that is astern shall keep clear of the boat ahead.
- When a boat is tacking (changing tack) it shall keep clear of boats that are not tacking.



**Some limitations of the rules include:**

- Even if you have right-of-way, it is your duty to avoid a collision, once it becomes apparent that the other boat is not keeping clear.
- If you acquire right of way, you must initially give the other boat room to keep clear, unless you get right of way because of the other boat's actions.
- A boat that changes course, even if it has the right-of-way, shall do so in a manner that gives the burdened boat a chance to "keep clear".
- Your boat cannot make contact with any of the buoys used to mark the course.

In total there are 91 rules in the rulebook, but only 15 rules govern what boats do when they meet on the water. It is not necessary to know all of the rules to successfully compete in a dinghy race, but a knowledge of these basics is recommended.



Course Variations

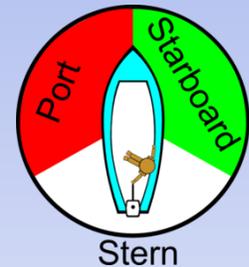


Sailboat racing is considered a self-regulated sport. As stated by the Racing Rules of Sailing, "Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, ....in the LSC, if you commit a foul, whether notified by another boat or observed by yourself, as soon as is practical, without conflicting with other boats, you need to complete a 360 degree "penalty turn".

### Three Easy Rules to Remember

There are whole books on the rules of racing but an article I just read state that there are only 3 you really need to know. Generally, if you are inexperienced, other sailors in the club will gently point out the error of your ways if you are wrong, but we all try to get along!

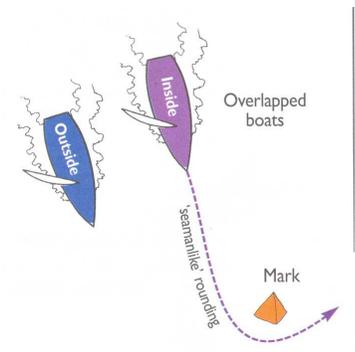
Rule 1. Port/Starboard – basically when you are tacking, if you are on a starboard tack you have right of way. Some people remember this as "If you are sitting on the right of the boat, you're alright". This same rule applies for example to boats running downwind.



Rule 2. Windward boat gives way. Basically if two boats are on the same tack, the boat closer the wind gives way. There are a few variations (overlaps and sailing your proper course), but just remember the basic bit. In the picture, the white boat is the windward boat and has to give way.



Rule 3. Rounding a mark. This one gets a bit more complex. When coming up to a mark, when you get to 3 boat lengths from the mark, any boat who has got an overlap (i.e. the front of their boat is ahead of the rear of your boat) has to be given room to go round the mark. They will normally shout "water at the mark" or something like that. There are exceptions, but it's easier to just to give them their room. In this case, the blue boat needs to give the purple boat room to go about the mark including room to turn towards the next mark!



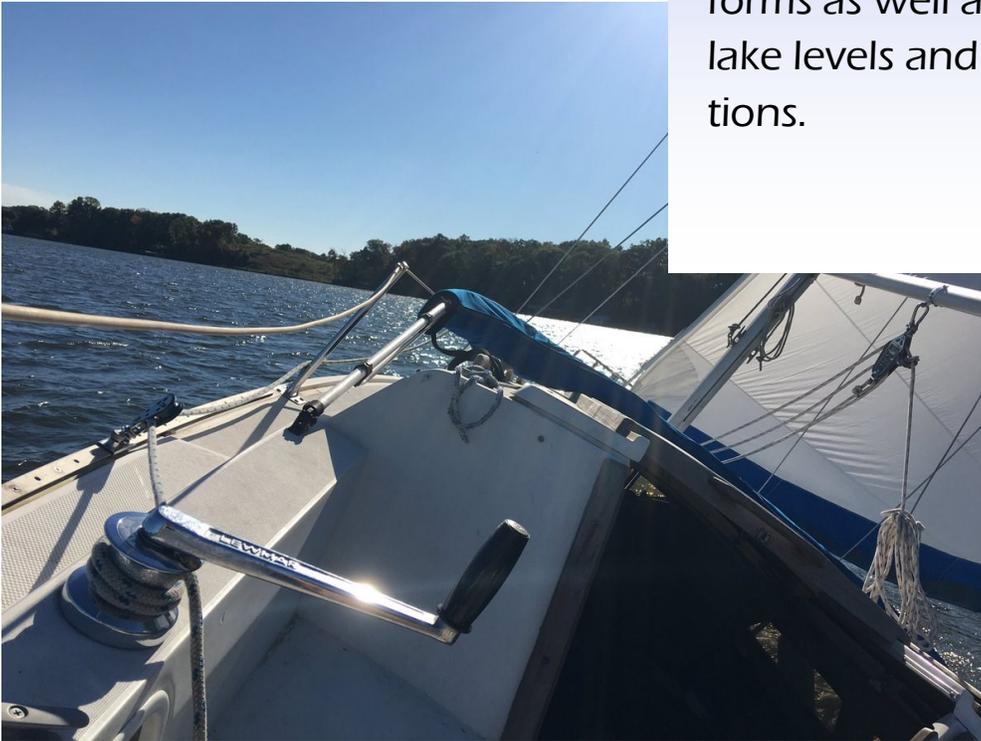
What happens if you get it wrong? The main rule is avoid contact with another boat. If the other boat has to take avoiding action because you have broken a rule, you will need to do a 360 degree turn as a penalty. If you accidentally touch a mark, then you do a 360 degree (once round) turn sometime after the mark but before the next mark.



## What's on the website!

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

You can find all sorts of useful information and pictures there including membership registration forms as well as Lake Freeman lake levels and weather conditions.



## 2017 Cruising Schedule

LSC cruises are designed to accommodate, benefit and contribute to the social function of LSC and as such are restricted to members in good standing. Coordinators of each cruise will communicate directly with members planning on attending each cruise. Interested members should contact the cruise coordinator for detailed date, harbor and marina information.

March 16-19	Winter Mini-Cruise, Lake Carlyle Illinois	Randy Carie, coordinator
May 4-7	Spring Mini-Cruise, Lake Monroe, Bloomington, Indiana	Sam Guffey coordinator
July 15-22	Summer Cruise, Grand Traverse Bay, Michigan	Kirk Gilbert, coordinator
October 20-22	Fall Mini-Cruise, Holland, Michigan	Dave Keller, coordinator



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.lafayettesailingclub.com>

