

Waterline



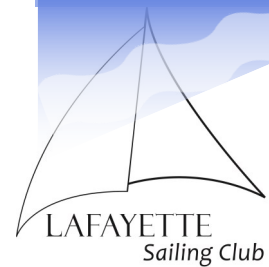
It's a New Year!

It may be cold and dark, but we are past the shortest day of the year!
Soon we will get out sailing again!

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Lafayette Sailing Club
located on Lake Freeman, Indiana



Ahoy, sailors!

A new year is upon us and with it a new board. While many esteemed faces remain, several new ones are joining, bringing talents we have need of, and new sets of eyes to help us keep our heading.

I want to thank Lewie for his steady hand on the helm in 2023, keeping us in smooth waters. He and I had the opportunity to spend many hours talking over different projects, which left me with a better understanding of the more recent operations of the Club.

2023 was also a year of challenges and accomplishments. Our task, then, is to build on those accomplishments and face the challenges on the right tack. Our calendar of events is the starting point for meeting the challenges we face, as well as building on the successes we have had. We have numerous opportunities to engage socially this year and I hope we can all take advantage of them.

But our biggest challenge is two-fold. One is building our membership. In our heyday we had 120 families as members. Today we have about 50, and have had for several years. Last year our call-out gained us some new families who have joined and become active. Let's work together to gain another several. The Spring Call Out is Thursday April 18 at Nine Irish Brothers in West Lafayette. Make it a priority to show those who come to check us out what we're about. Take a visitor by the hand, share your phone number and email, and set up a date to take them sailing.

Secondly, the elephant in the hold is our continued long-term operations at Fisher Harbor. LSC has operated out of Fisher Harbor for 54 years. Your Board of Governors is working hard with Mary Kay and her family to ensure we have the opportunity to still be operating out of Fisher Harbor 54 years hence. We hope to be on board the same ship this year. So let's use this opportunity to build the Club, and bring new sailors in to learn what we know: that sailing frees the soul.

Fair winds and flat waters!

Commodore Kevin Kunz



Membership Highlights

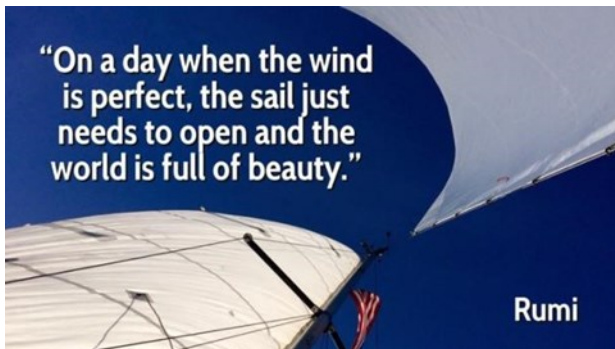
Membership in the Lafayette Sailing club is open to anyone. Membership applications can be downloaded from the club website at www.lafayettesailingclub.com.

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

Cruising with the Lafayette Sailing Club

Ever thought about Cruising/Sailing. Are you thinking about getting a boat for cruising? Great! Lots of expertise in the club. Just ask!

There are a few things to think about and prepare for such as: Boat size, planned destinations, extra equipment, trailer, and tow vehicle just for starters.

Most trailerable cruising boats at the LSC range from 19-26 feet in length. Boats from Catalina, Rhodes, Compac, Hunter, MacGregor, O'Day, South Coast and West Wight are all common. Many fun and comfortable days, long weekends, and weeks have been enjoyed with boats of this size.

Organized LSC sailing experiences at inland lakes we visit usually last a couple of days up to a week at a time. We usually sail from about 8am-4pm daily (weather permitting), then we enjoy time at the destination.....dinner, social, and sleep. The marinas we visit have complete amenities such as nice restrooms, shower, power, water, wifi, and restaurants within walking distance. Sometime the destination can be an anchorage or beach; so we bring our own food and drink!

Whatever boat you choose to sail, you must be prepared for comfort and safety on your boat. Some comfort considerations include space for sleep, Food storage and preparation and equipment for when "nature calls."

Safety items include battery power for electrical and electronics, all the USCG required items, and a motor for possible dead air days and harbor maneuvering. Trailers and tow vehicle have varied ratings, requirements, and require maintenance if you are going to travel long distances. Ask any cruiser and we can give you a list of what to look and/or prepare for.

To cruise singly or as a group is always an adventure. Get ready to go sailing. As we say.....Nothin' but Fun!

Simplified Rules of Racing

This is a generalized and simplified explanation of the right-of-way and other rules used during sailboat racing. It isn't all inclusive, but probably covers 90% of the questions a new (or experienced) racer may have. It is a subset of the most recent US Sailing rules.

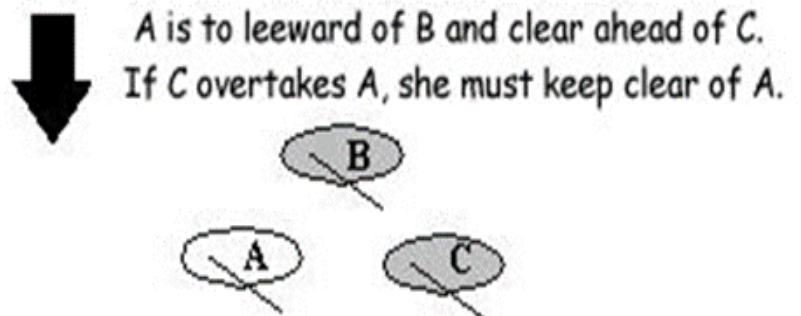
PORT/STARBOARD RIGHT OF WAY

When boats on opposite tacks meet, i.e. their booms are on opposite sides of the boat, the port tack boat must keep clear. The starboard skipper should assert their right-of-way by calling "starboard". The "starboard tack" boat in the diagram has right-of-way. The boat on "port tack" must "give way" to avoid a collision must insure that the boat on starboard tack does not need to maneuver to avoid them. The tack is named for the windward side of the boat, i.e. the side opposite the boom. If, as you face forward, the right side of the boat is windward, you are on starboard tack. Otherwise you are on port.



WINDWARD/LEEWARD RIGHT OF WAY

When boats are on the same tack, i.e. booms on the same side, two rules apply: 1: The windward boat must keep clear, and 2: any overtaking boat must keep clear. In this example, boat A and B overlap with boat A having right-of-way over both boats B (the windward boat) and C (the overtaking boat).



CHANGING TACK

While you are tacking, you must keep clear of other boats that are not doing so. If you acquire the right-of-way over a boat near-by with a tack or gibe, you must give that boat reasonable room and time to react. You cannot tack to force a nearby boat to tack because you have no rights until you have completed and are established on the new tack.

AVOIDING COLLISIONS

Even when you have the right of way, you must try hard to avoid any collision!

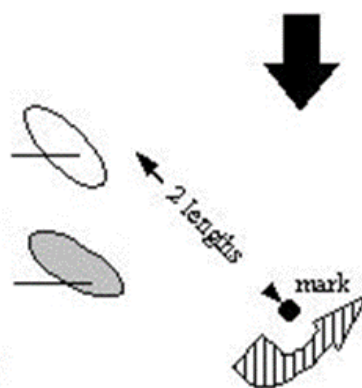
COLLISIONS

If there is a collision, the rules usually require that there be a protest or a 720. You may have a live and let live attitude and minor fouls are sometimes forgiven. For instance, let's say a starboard boat has to bear off a couple of inches to avoid a port tack boat crossing in front. Halfway up the first beat, that may be no big deal and require nothing more than: "You owe us one!" Near the mark or the finish, however, such a foul looms much larger and you may well wish to protest. Or, if I am the one who committed the foul, I should definitely do a 720 without even being asked to! If you are fouled and you intend to protest, you must yell (the actual word) "Protest!" If the offending party does a 720, you can forget the matter. Otherwise, you inform the RC, at the finish line, whom you are protesting. When you reach shore, you fill in a protest form and attend a hearing that will decide the protest.

BUOY ROOM

When you round or pass a mark (other than a starting mark), you must give room to round that mark to any boat that has an inside overlap on you as you get near (three boat lengths from) the mark. Under the Rules, you should also avoid tacking within three boat lengths of a windward mark if any other boats are near you.

Although the grey boat is to leeward and would usually have right of way, the overlapping white boat is entitled to enough room to make a seamanlike rounding of the mark.



OVER EARLY

If any part of your boat is across the start line when the start signal is made, you must re-start. While returning to the start line to re-start, you must keep clear of any boats that are not returning. Often the best approach in a crowd is to let your sails luff or even back wind them and slow down until you can return to the line without fouling anyone.

DEFENDING AGAINST OVERTAKING BOATS

If a boat tries to pass you to windward, you are entitled to defend your wind by luffing up but must do so in such a way as to give the windward boat room to keep clear. A luffing boat may not pass beyond head to wind while the other boat is there. If a near-by boat tries to pass you to leeward on a reach or run, you are not allowed to make life even tougher for that boat by sailing below the course to the next mark.

TOUCHING A MARK

If you touch a mark, you may continue to race only after getting out of the way of other boats and sailing a complete circle.

RULE INFRINGEMENT

You are officially racing and therefore bound by the racing rules from your Prep Signal (usually the 5-minute 'gun') until you have cleared the finish line. If you break a rule, the racing rules and good sportsmanship require that you do a 720° turn. You may continue to race only after immediately getting out of the way of other boats and then sailing two consecutive complete circles.



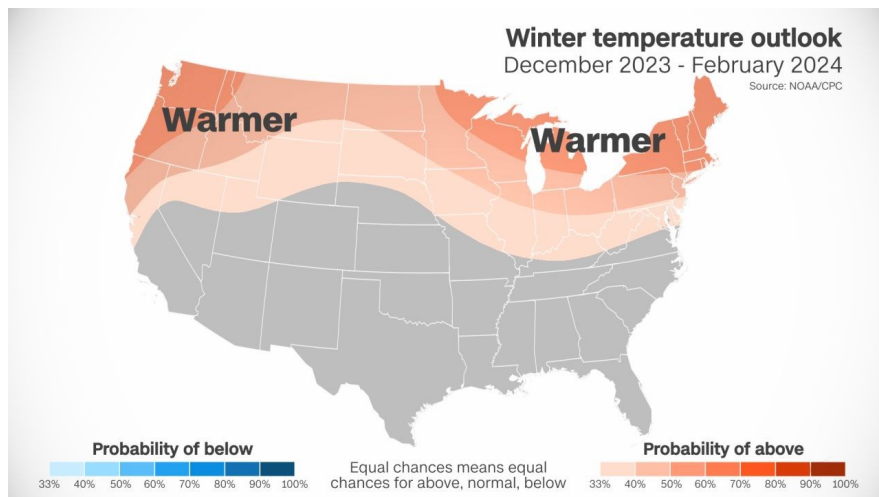
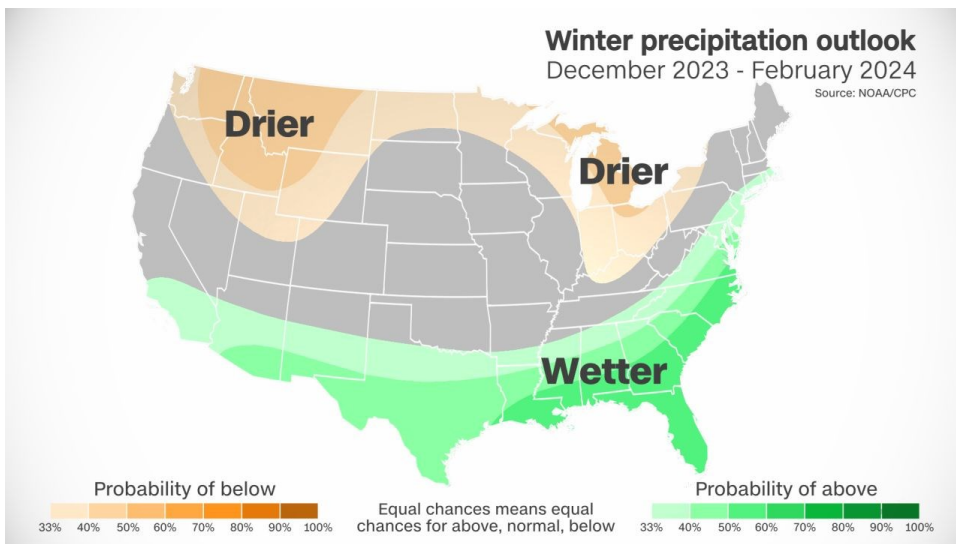
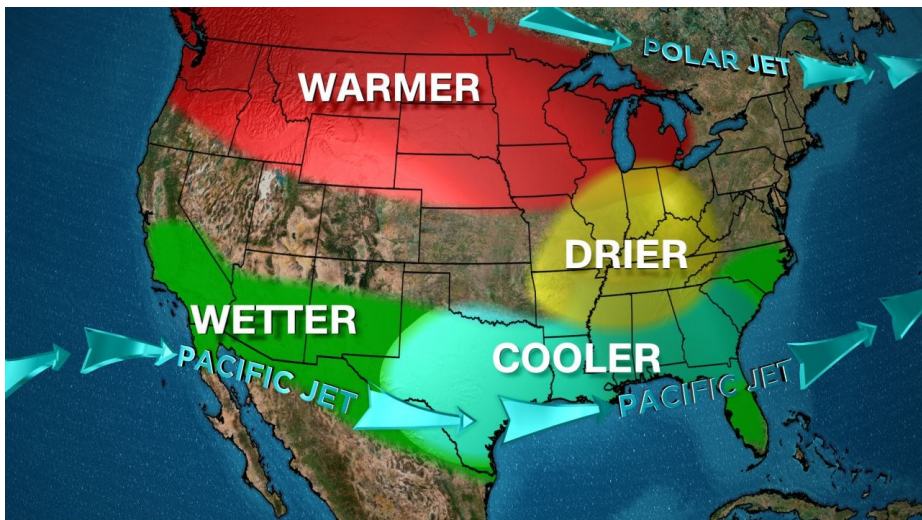
2024 Calendar (chronological)

Date	Day	Start Time	Event
March 15	Friday	10:00	Winter Cruise–Away
April 18	Thursday	5:00	Spring Callout (patio at Nine Irish Brothers)
April 20	Saturday	10:00	Harbor Clean-up & Opening
April 26	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
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 24	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
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 2	Sunday	5:00 PM	Commodore's Cocktail Party
June 8	Saturday	12:00	Racing
June 14	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
June 15	Saturday	12:00	Racing
June 22	Saturday	12:00	Racing
June 29	Saturday	12:00	Racing
July 6	Saturday	9:00 PM	Fireworks on Lake Freeman
July 7-13	Summer Cruise		Lake Huron, Mackinac and Bois Blanc Islands
July 13	Saturday	12:00	Racing
July 19	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
July 20	Saturday	10:00	Mini-Cruise: Lake Freeman: to White Oaks
July 20	Saturday	12:00	Racing starting from White Oaks
July 21	Sunday	10:00	Mini-Cruise: Lake Freeman back to Harbor
July 27	Saturday	12:00	Racing
August 3	Saturday	12:00	Racing
August 10	Saturday	12:00	Racing
August 11	Sunday	1:00	Race weekend
August 11	Sunday	5:00	Regatta Picnic
August 16	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
August 17	Saturday	12:00	Racing
August 24	Saturday	12:00	Racing
August 31	Saturday	All Day	Labor Day Weekend: No Racing
September 7	Saturday	12:00	Racing
September 14	Saturday	12:00	Racing
September 20	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
September 21	Saturday	12:00	Racing
September 28	Saturday	12:00	Racing
October 5	Saturday	12:00	Racing
October 12	Saturday	12:00	Racing
November 1	Friday	5:00	Annual Meeting & Banquet, place TBD
November 2	Saturday	10:00	Fall Harbor Cleanup

2024 Calendar (by activity)

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
July 6	Saturday	9:00 PM	Fireworks on Lake Freeman
August 11	Sunday	5:00	Regatta Picnic
November 1	Friday	5:00	Annual Meeting & Banquet, place TBD
November 2	Saturday	10:00	Fall Harbor Cleanup
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
July 19	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
August 16	Friday	5:00 PM	Full Moon-Evening Gathering Pot-Luck and Sail
September 20	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
July 13	Saturday	12:00	Racing
July 20	Saturday	12:00	Racing starting from White Oaks
July 27	Saturday	12:00	Racing
August 3	Saturday	12:00	Racing
August 10	Saturday	12:00	Race weekend
August 11	Sunday	1:00	Race weekend
August 17	Saturday	12:00	Racing
August 24	Saturday	12:00	Racing
September 7	Saturday	12:00	Racing
September 14	Saturday	12:00	Racing
September 21	Saturday	12:00	Racing
September 28	Saturday	12:00	Racing
October 5	Saturday	12:00	Racing
October 12	Saturday	12:00	Racing
Cruising			
March 15	Friday	10:00	Winter Cruise-Away
July 7-13	Sunday to Saturday		Lake Huron, Mackinac and Bois Blanc Islands
July 20-21	Saturday, Sunday		Summer Mini Cruise: Harbor to White Oaks

Winter Weather Forecast



Repairing Gelcoat Stress Cracks

From EPOXY WORKS magazine by West Systems

Knowing how or why your boat's gelcoat cracks occurred in the first place is the key to a successful repair. For example, if hitting a seawall or dropping a champagne bottle on deck is what caused the cracks, after fixing them you will know how to prevent them in the future: Don't drink the champagne causing you to hit the seawall and drop the bottle.

Then there are those cracks that seem to appear in the gelcoat from nowhere: in cabin and cockpit corners, around screw holes, or in the middle of the deck. It can be difficult to figure out what caused them.

So, What is Gelcoat?

Gelcoat is a pigmented, high-quality polyester resin used as the finish on fiberglass boats. Like any other polyester resin, it has good points and bad. Let's look at some of the bad points that lead to cracking.

After it's applied, gelcoat shrinks 4 to 7 percent during the cure and can have less than 1 percent elongation. This contributes to gelcoat's nice hard finish which we like, but also makes gelcoat brittle, particularly if it was applied thicker than recommended.

Gelcoat should be about 20 mils (.020 of an inch) thick when the manufacturer properly applies it to the mold. But when the builder sprays gelcoat on the mold of a boat deck with cabin top corners and seat backs, the edges tend to get more than needed. Or the gelcoat runs down and builds up in an inside corner, or too much or too little gelcoat gets sprayed on the whole mold.

Minor Single Line Gelcoat Cracks

Thick areas of gelcoat don't have reinforcing fabric to help hold it together. The stress is relieved in the form of a crack. This can happen when the part is pulled from the mold or years down the road, where a little more stress is introduced from the part flexing. Generally, these cracks will appear as single-line gelcoat cracks in



the cabin or cockpit. This type of cracking is hard to avoid and is part of boat ownership. Luckily, the repair is simple and straightforward.

Another common crack is a screw hole crack: a hairline crack or two coming from a piece of deck hardware. This can happen after a self-tapping or sheet metal screw is used to add a piece of hardware, even if you've used a proper pilot hole for the screw. The threads on the screw create pressure on the gelcoat causing it to crack. Not using a pilot hole, or using one that is too small, will create even more of an issue. They are often seen around snaps for canvas and beverage holders. When mounting hardware with self-tapping screws, you should drill the pilot hole and then countersink to remove the gel-coat to the threads' diameter. This will prevent the threads from creating pressure on the gelcoat and make a small pocket for sealant to help seal the screw.

Repairing Minor Gelcoat Cracks

Use a rotary tool or scraping tool to open the crack into a "V" shape. You will need to go through the gelcoat to the fiberglass and open the full length of the crack. Next, use 80-grit sandpaper to scuff up the opening you created. Fold the sandpaper so you can get a corner of it into the opened crack.

After removing the dust, you can fill the crack with G/flex® 655, Six10® or WEST SYSTEM 105 Epoxy Resin®/20X Hardener thickened with 406 Colloidal Silica Adhesive Filler.

After the epoxy has fully cured, wash it with water to remove any amine blush. The blush is water-soluble, which means water is the best option to remove it. You can now sand and apply a color matching gelcoat to the area.

If the gelcoat cracks were caused by fiberglass flexing, add some fiberglass reinforcement to the backside to help prevent future cracks.

If a screw hole repair has a fiberglass core behind it, seal the core with epoxy. With balsa or foam core, use a bent nail to remove a small amount of core from behind the fiberglass, then fill the area with 105/20X thickened with 404 High-Density Adhesive Filler. For plywood or other wood core, make an oversized hole and fill it with 105/20X and 404 High-Density filler. Both methods provide a good seal on the core and more holding strength for the fasteners. For greater detail on fastener bonding, read the Fiberglass Boat Repair & Maintenance manual's section on hardware bonding or visit westsystem.com/hardware-bonding.

Stress Cracking

A concentrated group of cracks generally running in the same direction indicates a more severe problem. This is often found on the leading edge of the cabin top where it meets the deck. This can be the result of a high flex area enduring heavy seas or too much load on the boat. Cracks may also form at a bulkhead or other hard spots behind the fiberglass when the boat flexes, creating pressure.



To repair this type of cracking, remove the gelcoat from the area and inspect the fiberglass for deeper cracks. Simply wipe the area with a wet cloth so the cracks or fractured fiberglass will appear as white lines in the laminate.

Continue until the fractured laminate is removed, then do a traditional fiberglass repair following these steps:

Grind out the area to a taper of 12 to 1 from the deepest point.

Cut fiberglass patches starting with the largest first, working your way smaller to fill the area that has been ground away.

Using WEST SYSTEM Epoxy, wet out the fiberglass pieces and apply them to the repair area, starting with the largest patch first and working your way to the smallest. Let the epoxy cure.

Wash the area with water and a nylon scrub pad to remove any amine blush, and sand the repair fair with the surrounding area. If there are low spots, thicken WEST SYSTEM Epoxy with 407 Low-Density Fairing Filler and use it as a fairing compound to fill in low areas. Let the epoxy cure, wash it, and sand it to shape.

After final fairing, apply two coats of unthickened WEST SYSTEM Epoxy to seal the repair area.

Wash and sand the cured seal coat of epoxy then apply a topcoat of paint or gelcoat. See *Fiberglass Boat Repair & Maintenance*, pages 19-25 for detailed instructions.

Thermal Fatigue Gelcoat Cracks

Short, random cracks are called “crazing.”

The environment can dramatically affect gelcoat. Wax can protect it from fading but there is no way to protect gelcoat against the repetitive expansion and contraction of temperature change. This movement can cause cracking, which may appear in a parallel or a random pattern.

Parallel patterned cracks will vary in length from short to several inches and are a few to several inches apart. I have heard them referred to as old age cracks. Often these are caused by an expansion of the deck laminate, making the gelcoat more susceptible to flexural stress.

Short, random cracks are also referred to as gelcoat crazing. Crazing can be localized to a small area or completely cover a deck. I have seen cockpit soles that remind me of a shattered car window. Crazing is caused by the gelcoat expanding and contracting over a given area.

We get customer calls asking if sanding the gelcoat and rolling epoxy over it will fill the gelcoat cracks and prevent them from returning. Sadly, the answer is no. Cracked gelcoat should be removed. After gelcoat removal, sand the fiberglass laminate with 80-grit sandpaper. After sanding, make any needed repairs to the area. Roll on a minimum of three coats of WEST SYSTEM® Epoxy to seal the fiberglass before applying a finish coat of paint or gelcoat.



When gelcoat cracking is a symptom of another problem, repairing the crack and not repairing the underlying cause could lead to repeated cracking. In the case of a thick gelcoat, thinning the gelcoat is not practical.

After the repairs are completed, some boats remain crack-free for years. Taking your time and doing the job right will pay dividends in time and money.

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 (Lafayetesailing.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.



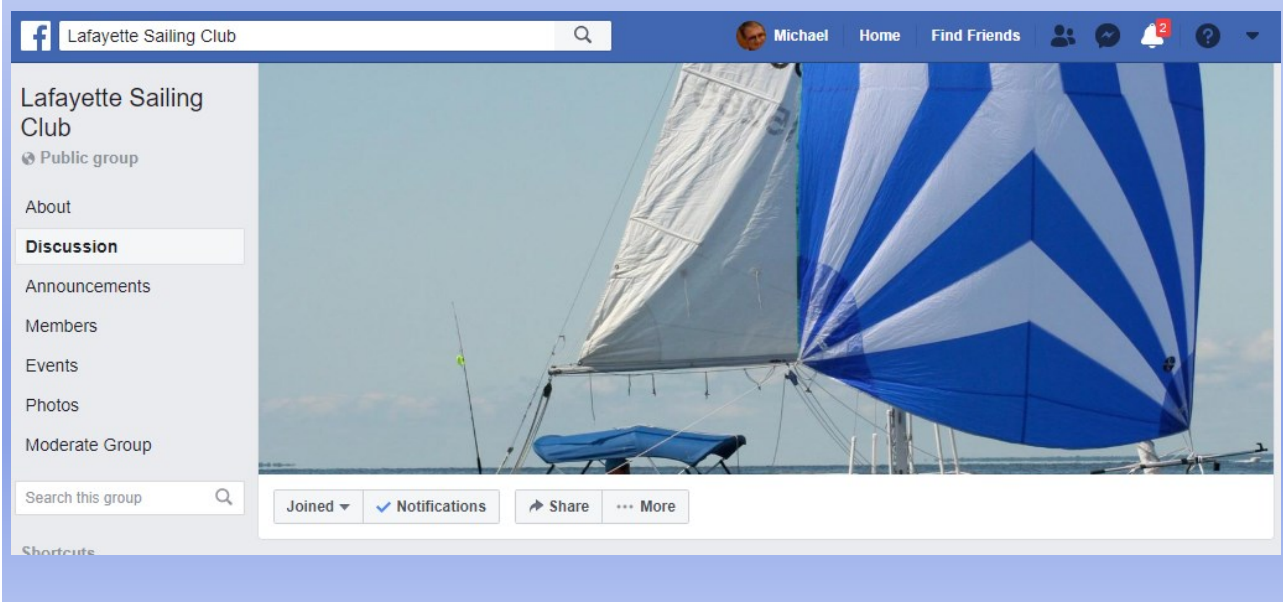
What's on the website!

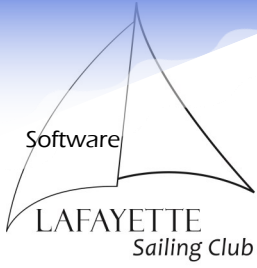
Check out the LSC website at <https://lafayettesailing.com/>

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>

