



Waterline



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It's FINALLY summer!!!!

Lots of stuff going on. It's quit raining so much (we hope). Racing has started. Wednesday Navy is going. And we have a new Fun-Regatta that everyone can participate in coming up in July. Mark your calendars..... Details inside.....



Commodores Message

Carl Hager

Ahoy Club Members

Hi all,

We have experienced the June 8 Outdoor Explore and Mosey Down Main Street. We had reasonably good weather for those events and we thank those of you who had a chance to join us. The weather was a bit too windy for sailing at Outdoor Explore, so we didn't give sailboat rides. The crowd was sparse as well but we met lots of people at Mosey that seemed interested in sailing.

Our membership is slowly increasing as we get the word out that there is sailing in Indiana and that there is a sailing club in Lafayette. We have introduced the club to many people. Our racing season began in May and continues through the summer and into fall. Come join us and have some fun. All boats are welcome.

Our Past Commodores Cocktail Party and New Member Welcome on June 16 was a pleasant weather day and all who attended seemed to enjoy the time together. June 23 was the Open House for those who attended the sailing school classes. We enjoyed a windy day and took several potential new members out for an on-the-water experience.

Our calendar is full with coming events like moonlight sails, races, fun regatta party, sailing school, and more races. Check the calendar (it's on our new website: www.lafayettesailing.com).

We hope to see you soon at the LSC events center, otherwise known as 'The Harbor'.

Commodore Carl

Carl Hager

Commodore, Lafayette Sailing Club



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-Carl Hager



Vice-Commodore—Jacob Bleier



Recording Secretary—Jay Beugley



Treasurer—David Klenosky

Directors

Membership —Rex Henthorn

Club Fleet —Jay Beugley

Race —Michael Nolan

Grounds—Brendan Morreale

Social—Dianne Atkinson

Cruising-Kirk Gilbert

Communications—Michael Nolan

Members at Large

Jim Keller

Bruce Borrer

Randy Carie

Steve Bruhn



Working with single-braid Dyneema

Reprinted from Sailing Magazine, October 2018

In about a decade, Dyneema (sometimes called Spectra, both are trade names for the same material) has gone from a gee whiz high-tech marvel to common place on many boats. It started out replacing wire rope on race boats, but it appears in one form or another on many cruising boats today.

“With the advent of modern synthetic line, wire rope will be a 15-year anomaly in the history of sailboat rigging,” said master rigger Brion Toss. Toss aimed a little high, and low, here, I think 1x19 rigging wire will be with us for a while, but Dyneema has completely replaced 7x19 and is making a solid dent in the application of screw shackles and other hardware.

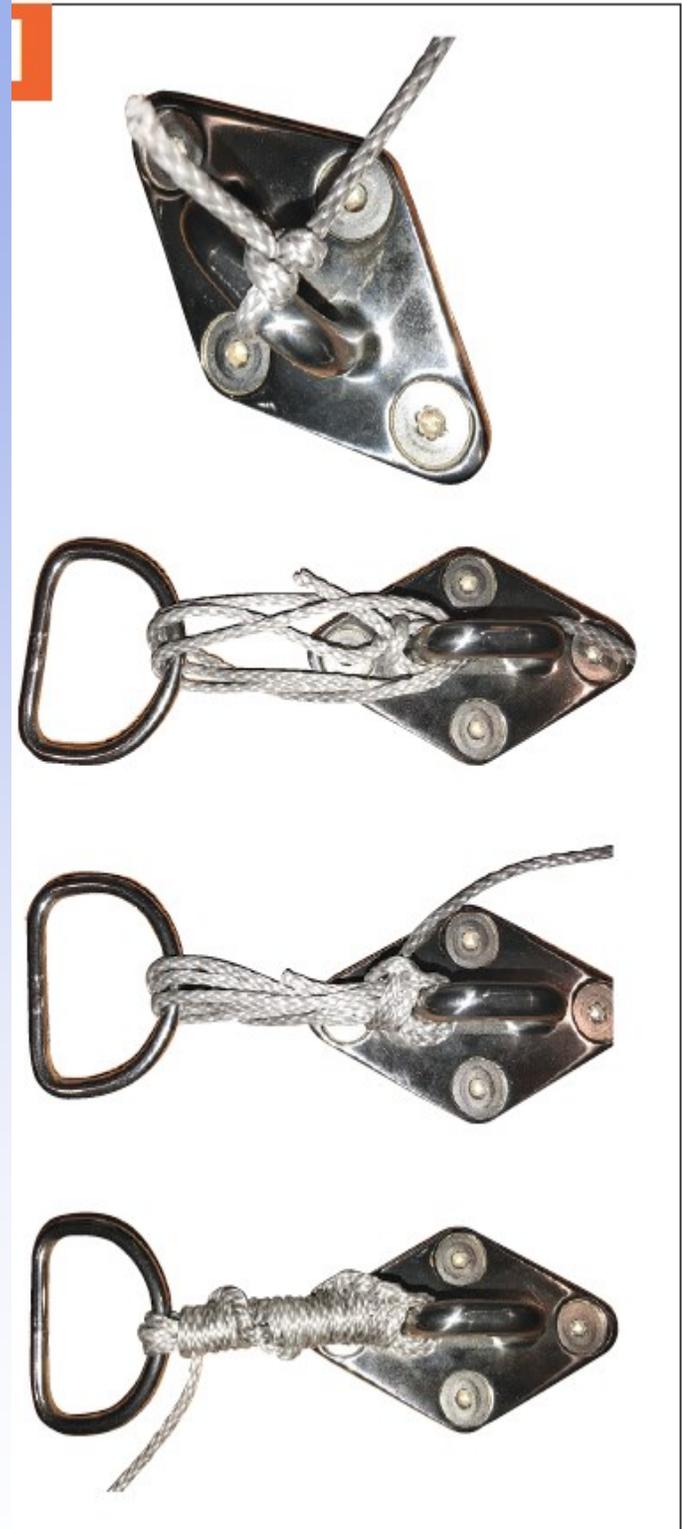
Working with Dyneema takes some different skills than other rope. You can't just tie a bowline in this stuff and call it a day. This slippery material will allow the bowline to slip loose at about 20% of the breaking load of the rope. The key to successfully applying Dyneema is to generate enough friction to overcome the slipperiness. I am going to walk you through the application and construction of two ancient rope tools, the lashing and the grommet. These two techniques were very commonplace back in the square rigger days, and largely forgotten, but very much in vogue today, reinvigorated by Dyneema.

First, let's take a few steps back to understand what this rope is made of. As I mentioned, Dyneema and Spectra are just trade names for ultra-high molecular weight polyethylene, a plastic material with many uses, due to its strength, abrasion resistance, slipperiness, zero corrosion, and the fact that it floats. Pound for pound it's stronger than steel, many times more

abrasion resistant than steel, as slippery as Teflon, and floats. If it has an Achilles heel, it's heat; it starts to break down at about 150 degrees Fahrenheit. Excluding some applications in the galley and engine room it's a winner on the boats we sail. This material was born in a lab in Europe in the 1950s and has been applied in many situations. In solid form it's used as a high-tech plastic for bearing surfaces, medical joints and is the basis of Starboard HDPE boards as replacement for wood. It can be melted and extruded into fiber like a high-tech spider, and that fiber is the basis of the rope we use.

OK, enough history, let's get to work on a lashing. A lashing is pretty low tech: you just take many wraps of line between the two things you are attaching and finish with a lot of half hitches. You can think of it as a static multipart purchase, many parts carry the load, so no one part is exposed to much load.

All those wraps and half hitches create a lot of friction to overcome the slipperiness of the Dyneema. Lashings are very handy, they are easily made on-site to the length you need, will articulate to the load and are very durable. You need to monitor





them for chafe, but all in all they are a handy tool.

Start by anchoring the lashing line with a bunt-line hitch (Figure 1). Next, take a number of wraps between the two parts. It's important to keep the tension and length equal so all the parts take their share of the load. Once you have enough wraps, and that's generally a function of the size of the lashing line and the parts you are attaching, you will finish with a series of half hitches. For a rule of thumb, I generally lash with cordage between 7/64-inch and 1/4-inch and take six to eight wraps. In very short lashings you can cover the entire length of lashing with half hitches, in longer ones six to eight are enough.

Grommets

Digging equally far back into sailing lore, we'll dig into the grommet. Grommets were traditionally made from three strand. These days you'll only see three-strand grommets on very traditional vessels or used in rope dog toys, but the Dyneema grommet is a rock star. Race boats use them everywhere to replace shackles and other hardware. You can buy them already made up, but they are easy to make yourself and dramatically cheaper.

Topologically, grommets are pretty simple, they are just a continuous loop of line formed by two back-to-back splices. The bury length of the splices is fairly critical: they need to be long enough to generate sufficient friction. The standard bury is a length equal to 72 diameters of what is being spliced. So in 1/8-inch rope we'd bury 9 inches (.125 multiplied by 72). This means we need a grommet circumference of at least 18 inches—double the bury length. This may sound like a huge grommet, but we are only talking about a 5.75-inch diameter. You can cheat the bury lengths a little but be advised that you are weakening the

resulting grommet.

The first step is to setup the rope to form into the grommet. You'll need a piece a bit longer than the finished circumference, plus the twice the bury length, plus eight times the diameter of the rope. That eight times part is to allow for loss of length in the bury—the rope gets a little fatter and shorter over the bury.

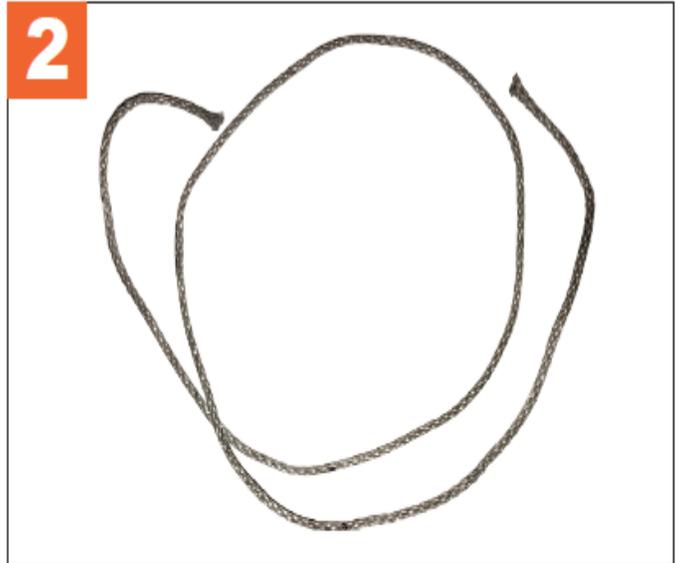
The physics of the grommet is an exercise in applied friction. The rope will constrict over the buries, grabbing tightly and some whippings will be added to keep things together under low load.

We'll lay it out like this, marking that black dot with a marker (Figure 2).

Next, bury each end into the opposite end starting at the black mark (Figure 3).

Finally, taper each end half the length of the bury, just evenly remove half the strands (Figure 4).

Pull the tails to align the black marks and smooth out the buries to retract the tails into the rope.



Before putting any load on the grommet, place a small whipping on each side of the crossover (Figure 5).

Typically a grommet is used with luggage tag hitches. You will luggage tag onto the block or whatever you are attaching, and then luggage tag the whole assembly to a padeye (Figure 6).

I think you'll find these two techniques are valuable tools to have in your marlinspike toolbox, just be sure to practice with them before you put them to use.

5



6



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Silly Sailing Questions

(Try these on your kids or grandkids! Answers on page 12)

1. If you have two people in a boat slapping at each other with the oars, what is it called?
2. What happens when Red and Blue boats collide?
3. Have you heard about the new Hollywood movie about pirates?
4. Where do you take a sick boat?
5. Who does a ghost sailor report an emergency to?

2019 Race Schedule

Date	Day	Event
July 27	Sat	Mini-Regatta
July 28	Sun	Mini-Regatta
August 3	Sat	Races
August 10	Sat	Races
August 17	Sat	Regatta
August 18	Sun	Regatta and BOG picnic
August 24	Sat	Races
September 7	Sat	Races
September 14	Sat	Races
September 21	Sat	Races
September 28	Sat	Races
October 5	Sat	Races
October 12	Sat	Races

There is a short break in racing around the July 4th week, but we begin again in earnest on July 27-28. This year, for the first time, we are holding a **mini/fun regatta** to welcome everyone back! Everyone is welcome...even non-racers. The tentative schedule for the weekend is:

Saturday, July 27th, noon-5pm.

Race #1—normal, handicapped race.

Race #2—pursuit race. Slow boats start first, fast boats start later. In theory everyone crosses the finish line at the same time!

Race #3—newcomers and others race. Anyone who has finished either 1st, 2nd or 3rd in overall club standings CANNOT race! These “champions” can help score, cheer others on, while the rest of us race each other!

Sunday, July 28th, 1pm-5pm

Race #1—normal, handicapped race.

Race #2—cruiser race. If you own a Catalina, Hunter, West Wight Potter, Compac or similar cabin boat, join us for this race. All non-cruiser owners who raced in race #1 have to crew on a cruiser! Should be a blast!

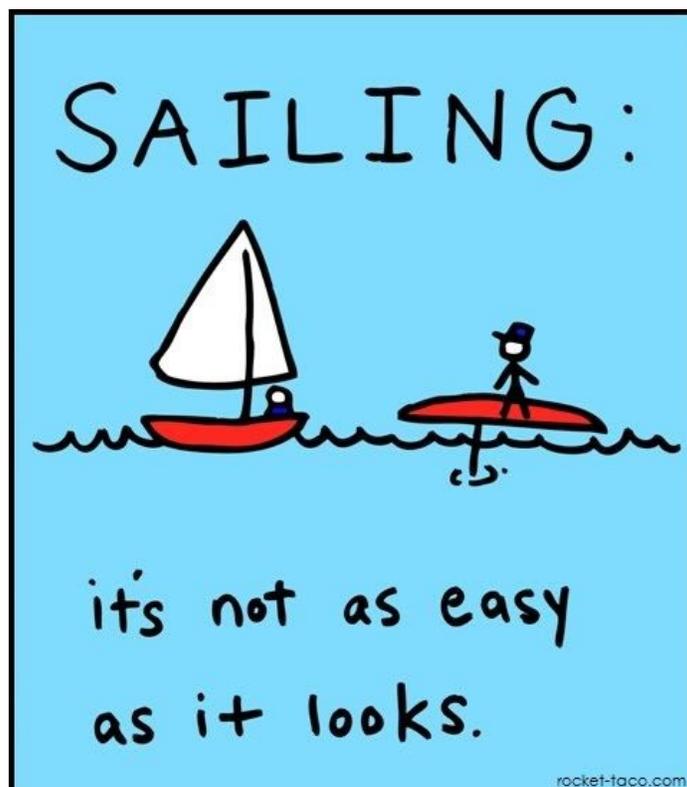
After putting the boats away, we will all go out somewhere to grab a bite to eat and whine about the race results!



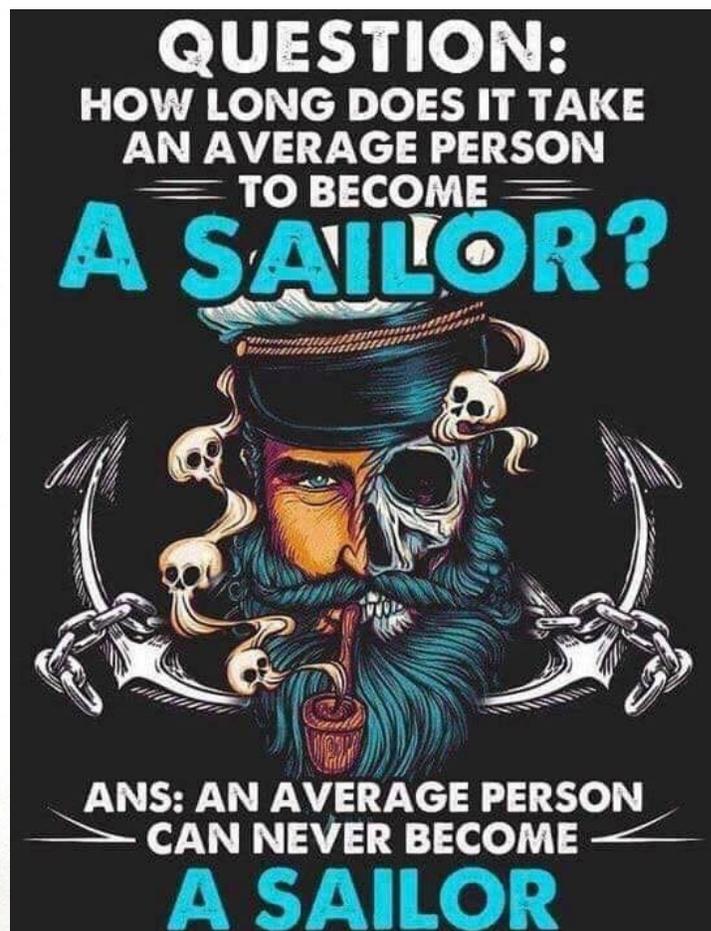
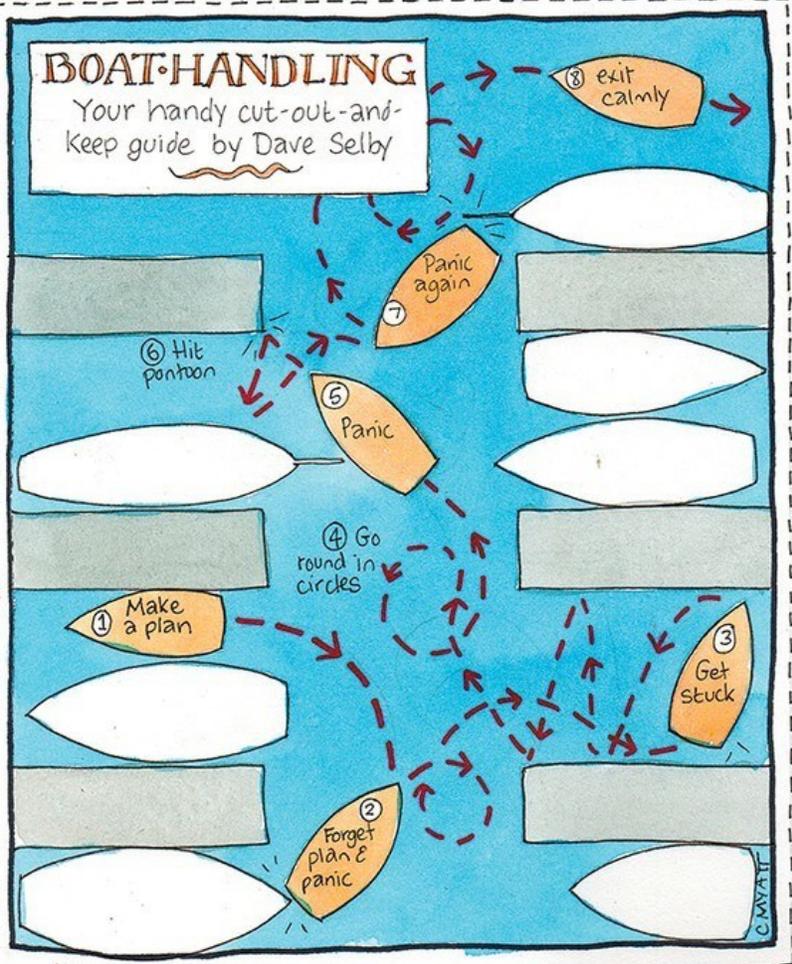
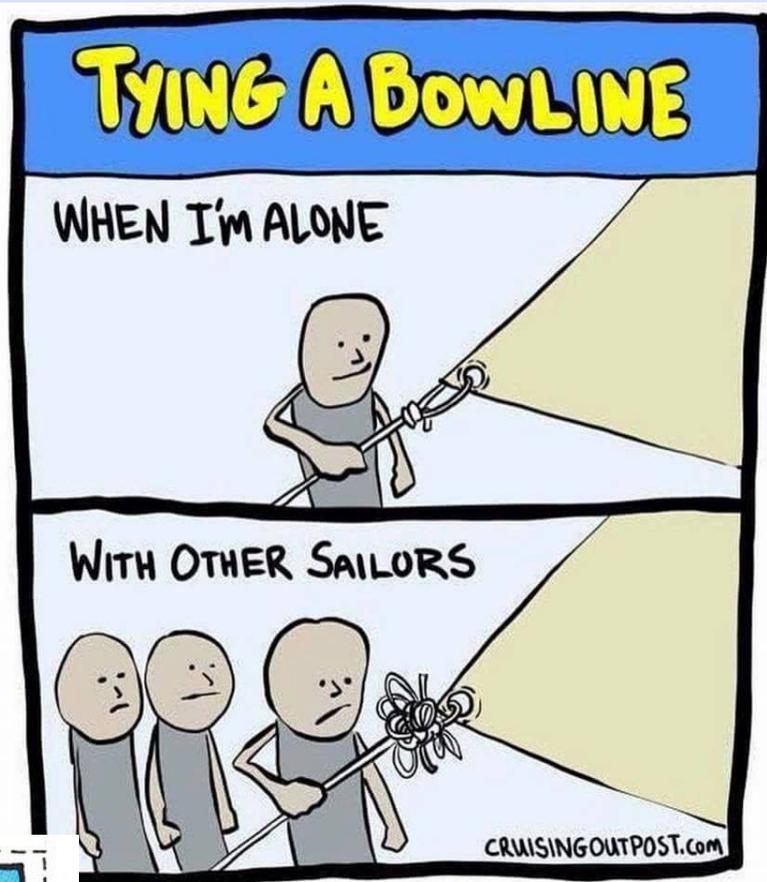
Race Standings as of June 24th

Name	5-4 R1	5-4 R2	5-4 R3	6-2 R1	6-2 R2	6-9 R1	6-9 R2	6-16 R1	6-16 R2	6-22 R1	6-22 R2	Total
Eismin, Tom	3	1	1	7	6	7	5			6	6	42
Klenosky, Dave	1	2	2			5	7	5	6	5	4	37
Nolan, Barb				3	3	4	C	6	5	4	7	32
Nolan, Mike				5	2	C	1	3	7	3	8	29
Keller, Dave				4	4	6	6	2	1			23
Titolo, Steve	2	3	3					7	8			23
Henthorn, Rex						8	1	8	3			20
Brush, Tom						1	4	4	9			18
Bleier, Jacob				6	5	3	3					17
Keller, Jim				C	C	2	8	1	2			13
Reehling, Ron										1	5	6
Hager, Carl	C	C	C							2	3	5
Ferner, Bill									4			4
Beugly, Jay				1	1						2	4
Worter, Joe				2								2
Caldwell, Chuck											1	1

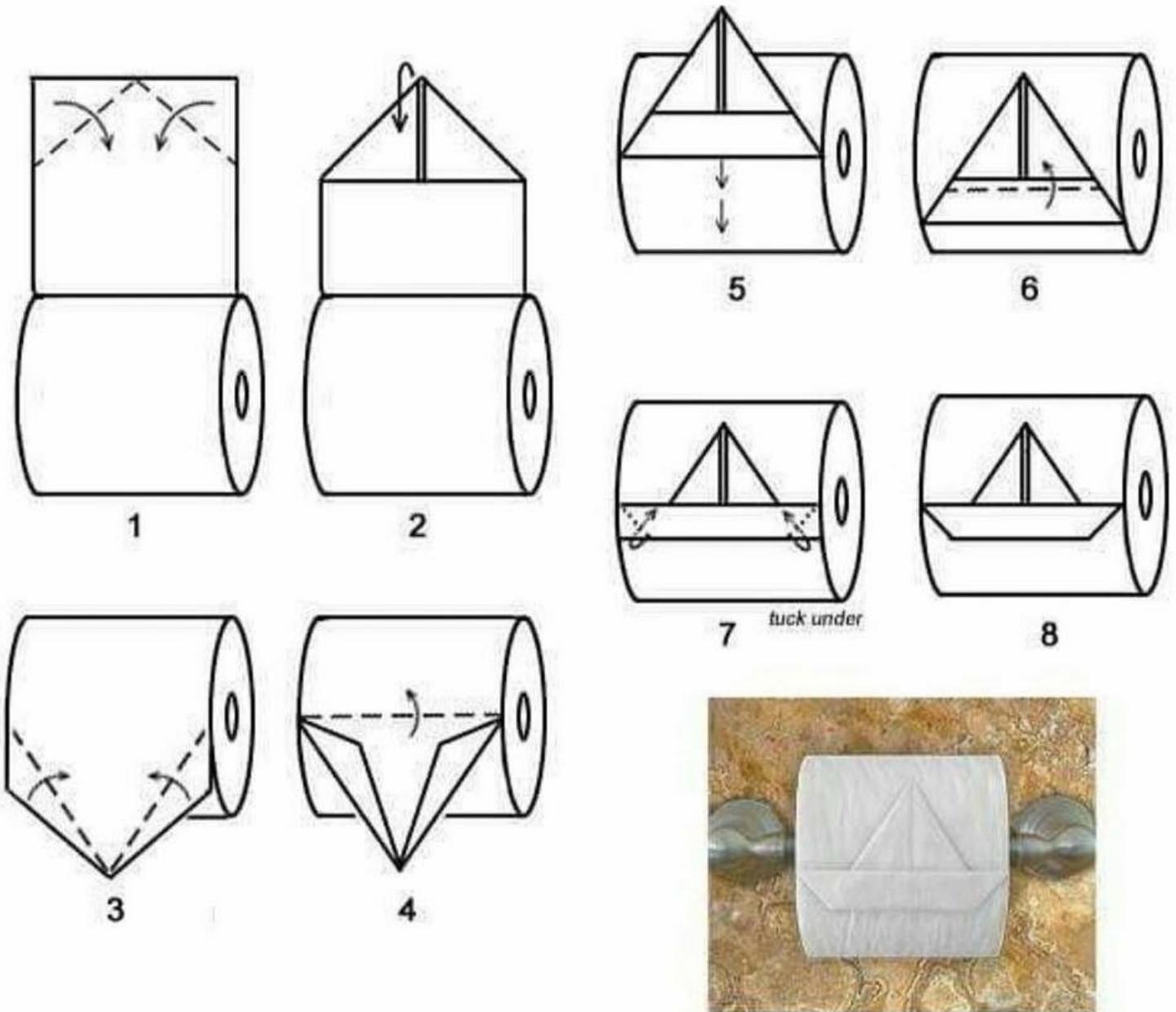
Tom Eismin and Mike Nolan are currently tied for the Turtle Award; each having capsized once so far this season. But there's still time for the rest of you to compete!!!!



Sailing Funnies



Something to try at home!



Answers

1. Rowed Rage
2. They become marooned
3. It's rated AAAAARRRRGGGGGH
4. The dock
5. Call the Ghost Guard

We schedule moonlight sails every month on the Friday closest to the full moon! Come join us around 7 pm for dinner (bring your own, and a dessert to share) then go sailing!

Moonlight sail dates for 2019 are:

July 12

August 16

October 11

September 13



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.

Salty Sailing Stories

A group of Skippers are walking through town looking for crew, when they see a five-story building with a sign that read, "Crew Association: Ship's Crew Available" Since they are without their crews, they decide to go in.

The Security Guard, a very salty type, explains to them how it works. "We have five floors. Go up floor by floor and once you find what you are looking for, you can go there and make a selection. It's easy to decide since each floor has a sign telling you who's inside."

Everything seems wonderful, so they start going up and on the first floor the sign reads, "All the crew on this floor are beginners." The skippers laugh, and without hesitation move on to the next floor.

The sign on the second floor reads, "All the crew here are experienced, smart but weak." Still, this isn't good enough, so the Skippers continue on up.

They reach the third floor and the sign reads, "All the crew here are experienced, smart and strong." They still want to do better, and so, knowing there are still two floors left, they kept going.

On the fourth floor, the sign is perfect, "All the crew here are experienced, smart, strong and former Americas Cup champions." The Skippers get excited and are about to go in when they realize that there is still one floor left.

Wondering what they are missing, they head up to the fifth floor. There they find a sign that reads, "There are no crew here. This floor was built only to prove that there is no way to please a Skipper!"



Once upon a time there was a famous sea captain. This captain was very successful at what he did; for years he guided merchant ships all over the world. Never did stormy seas or pirates get the best of him. He was admired by his crew and fellow captains.

However, there was one thing different about this captain. Every morning he went through a strange ritual. He would lock himself in his captain's quarters and open a small safe. In the safe was an envelope with a piece of paper inside. He would stare at the paper for a minute, and then lock it back up. After, he would go about his daily duties.

For years this went on, and his crew became very curious. Was it a treasure map? Was it a letter from a long lost love? Everyone speculated about the contents of the strange envelope.

One day the captain died at sea. After laying the captain's body to rest, the first mate led the entire crew into the captain's quarters. He opened the safe, got the envelope, opened it and... turned pale and showed the paper to the others. Four words were on the paper: **Port Left, Starboard Right**



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!!!



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>

