

March 2018

Waterline



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Spring is here! (almost)

Spring is almost here, time to get your boat(s) ready! Lots of upcoming activities to get ready for; an early spring cruise, harbor cleanup, new members meeting, racers clinic...

There are races to get ready for, moonlight sails...lots of things to do in addition to getting ready for the warmer weather.

See you around the lake!

Lafayette Sailing Club

located on Lake Freeman, Indiana



Commodores Message

Donna Keller



Ahoy Fellow Sailors!

Believe it or not Spring is coming soon. It is right around the corner. Sailing season will soon be upon us and it is important to get ready both mentally and physically. Psych yourself up and start doing some stretching and moving. Sailing is a physical sport. It takes strength to raise the mast and to pull the sails in when the wind is blowing. You need to be strong to right your boat when it capsizes. Those of us who spend time in the water will tell you this is exhausting. Of course, if you are agile and flexible and able to move quickly you may be able to keep the boat upright. Join us this season for racing and learn to be a better sailor.

There are many upcoming activities so print out the calendar from the website and schedule in those activities. In just a couple of weeks, March 16-18th. you can join Randy Carie on the Winter mini cruise to Lake Carlyle. Next up is an evening of fun where you can get racing tips from the best. Check your email for information or contact Mike Nolan for more information. We will also be holding another sailing school on April 9th and 16th, so if you are interested in it or know someone who is contact Mike.

We are trying to encourage people to join the club so we will be having a call out meeting on Friday April 20th. Everyone is encouraged to bring a friend who might like to learn how to sail or want to join us. Time and place will be announced shortly. The next day is our Spring Harbor Appreciation day where we get together to get the harbor ready for sailing. We will also have our second annual Burning of the Socks Ritual! Food and drink will be provided for all those who come to help.

Two other events that are coming up and I encourage all to get involved in are Mosey Down Main Street on May 12th and June 2nd and then Outdoor Explore on June 9th. You may also want to join us at Lake Monroe for our Spring mini-cruise on May 18-20th. You can camp for the weekend or just come down for the day on Saturday. We will have a pitch in supper Saturday evening and a campfire. Come and join in the fun! Hope to see you all this summer!

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.

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.

Membership Renewal Deadlines

For those who store boats at the harbor—December 31st is the deadline to turn in your membership renewal. If you do not store a boat at the harbor, the deadline for membership renewal is March 1st. A late fee will be added to any membership renewal received after those dates.

Membership director Rex Henthorn will be sending renewal notices out to members in the next week or so.

Board of Governors

Officers



Commodore-Donna Keller



Vice-Commodore—Ron Reehling



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—Brendan Morreale

Website—Deac Karns

Social—Randy Carie

Cruising-Kirk Gilbert

Newsletter—Michael Nolan

Members at Large

Voting Member—Eric Mortensen

Voting Member-Dianne Atkinson

2018 Racing Schedule

Oops.....I want to apologize to all concerning the posting of the 2017 race results. There was a **TIE** for second place between Dave Keller and Dave Klenosky. It was listed in error in the last newsletter.



Here is the race schedule for the 2018 season. In general we race on Saturdays starting at 12 noon. The “rain date” for each day is the following Sunday. There are a couple of Sunday-scheduled races however. Usually there is another club activity scheduled for that Saturday. Sunday races always start at 1pm, and there are no “rain dates” for Sunday races.

Date	Day	Time	Event
April 5	Thur	7:00 pm	Racing Workshop and meeting. Location TBD
Apr 28	Sat	12:00	<i>Series Races</i>
May 5	Sat	12:00	<i>Series Races</i>
May 12	Sat	12:00	<i>Series Races</i>
June 2	Sat	12:00	<i>Series Races</i>
June 10	Sun	1:00	<i>Series Races</i>
June 16	Sat	12:00	<i>Regatta</i>
June 17	Sun	1:00	<i>Regatta</i>
June 23	Sat	12:00	<i>Series Races</i>
July 1	Sun	1:00	<i>Series Races</i>
July 7	Sat	12:00	<i>Series Races</i>
July 14	Sat	12:00	<i>Series Races</i>
Aug 4	Sat	12:00	<i>Series Races</i>
Aug 11	Sat	12:00	<i>Regatta</i>
Aug 12	Sun	1:00	<i>Regatta</i>
Aug 18	Sat	12:00	<i>Series Races</i>
Aug 25	Sat	12:00	<i>Series Races</i>
Sept 8	Sat	12:00	<i>Series Races</i>
Sept 15	Sat	12:00	<i>Series Races</i>
Sept 22	Sat	12:00	<i>Series Races</i>
Oct 6	Sat	12:00	<i>Series Races</i>
Oct 13	Sat	12:00	<i>Series Races</i>



Two knots that could change your life!

Did you realize that anytime you tie a sailing knot into a piece of line, the line loses strength? But there's one little-known sailing knot you can learn to tie that's strong, easy to tie, and causes less loss of strength than most other knots., and can be used in place of two other knots.

A straight piece of line has 100% of its rated strength. Bend, twist, or knot any part of the line, and it will weaken it by a certain percentage. . Check out this table of common sailing knots to see what percentage they weaken a line:

Remember those percentages are the LOSS of rope strength. Which knot do you notice keeps most of her strength? The bowline? Nope—not even close. The Clove Hitch? Nada. Realize all knots have pros and cons. Choose the right knot for the task at hand.

COMMON SAILING KNOTS

Average Loss in Strength:

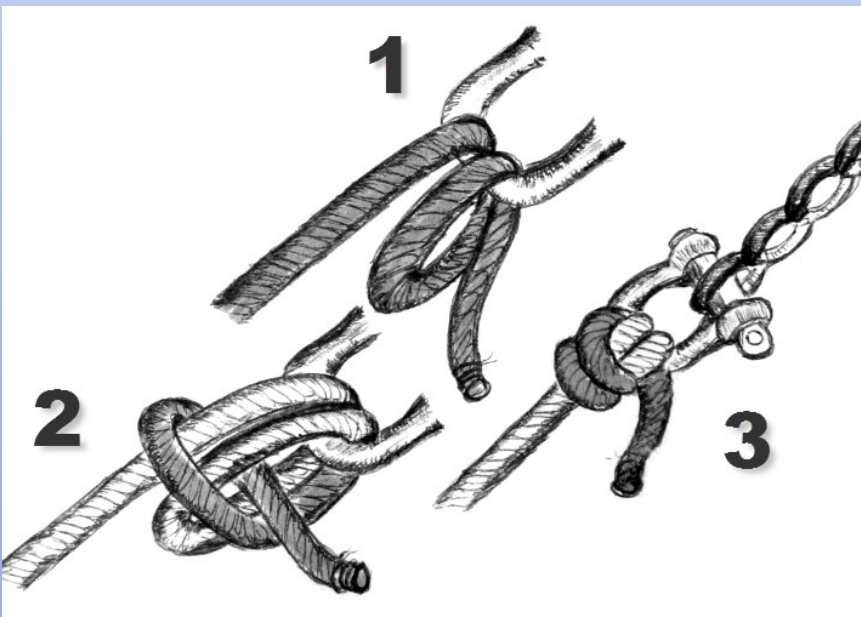
Anchor Hitch:	25%
Round Turn & Two Half-Hitches:	30%
Bowline Knot:	35%
Clove Hitch:	40%
Becket (Sheet) Bend:	45%
Square (Reef) Knot:	55%

Every sailor should know how to tie the super strong and reliable anchor hitch. You can use this to bend (tie) a line to an anchor shackle in a pinch if you need to make up a second anchor in a hurry. It's easier to tie than the bowline and 10% stronger. Grab a piece of line and follow these easy steps.

1. Make two turns around a shackle or ring (illustration 1). Leave 9" to 12" of bitter end so that you have enough line left over to finish the knot.

2. Pass the bitter end through both loops (illustration 2). Seize the bitter end to the standing part for more security.

3. As an alternative to seizing—pass the bitter end one more time through both loops (illustration 3). Remove all slack and cinch the knot up tight.

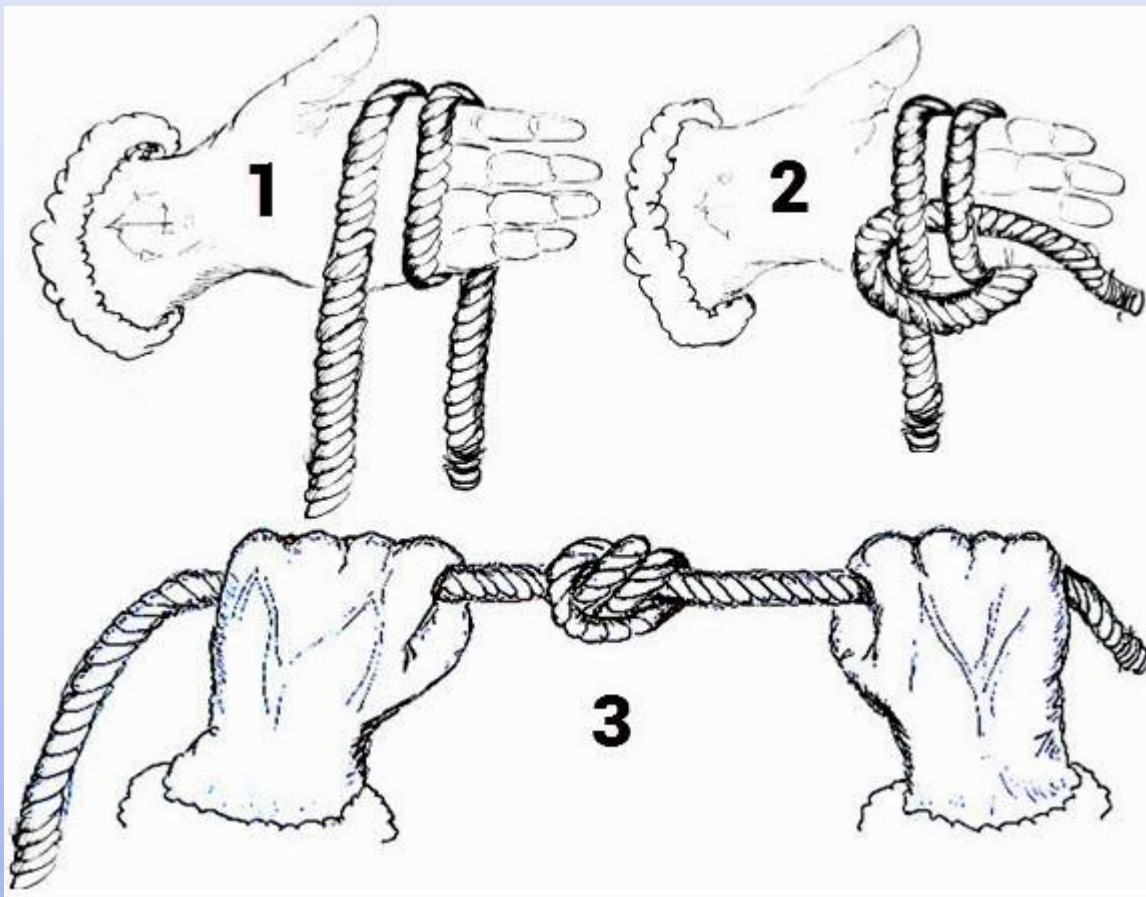


The anchor hitch can easily turn into a second most useful knot.....**the Five-Second Stopper Knot**

The figure eight has been used as an end stopper on a headsail sheet for many years. Stoppers are used on the bitter end to prevent the headsail sheet from running back out through the sheet lead blocks. But there's just one problem...

The figure eight has a nasty reputation of spilling—or untying—just when you need it to stay secure. As an alternate, consider using the overhand stopper knot at the end of your sheets. It's fast and easy to tie, more secure than a figure-8, and won't spill as easy.

It's very similar to the anchor hitch.....Grab some line now, follow along with the easy illustrations below and give it a tie!



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



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 2018 are:

April 27

May 25

June 29

July 27

August 24

September 21

October 26



For Sale!

LSC is in the process of selling an older boat. For further information, or to make an offer, contact Jacob Bleier at jtbleier@gmail.com

Tasar-\$600

A racing boat with a self furling jib, no trailer. For detailed information about this type of boat,

<https://en.wikipedia.org/wiki/Tasar>

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.

Racing Tactics

Light Air Sailing – Tactics

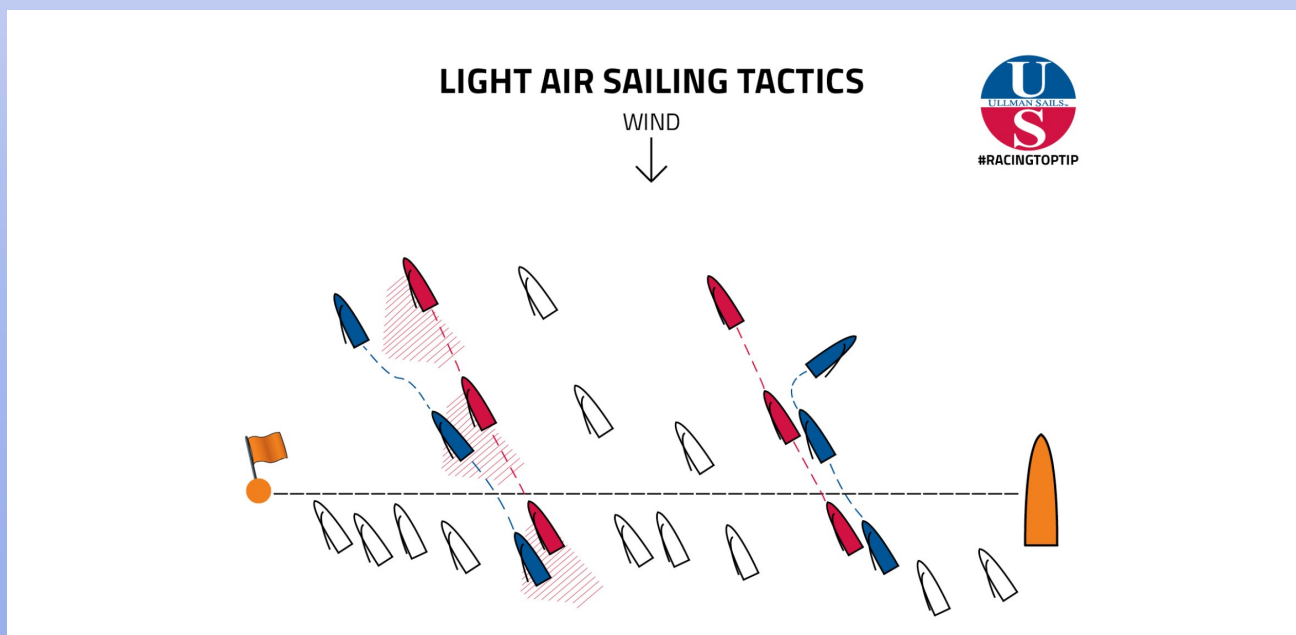
You've just started a light air race; you've had an okay start but are being pinched off or are sitting in bad air. How do you ensure you stay ahead of the competition?

Clean Air and Clean Maneuvers

The number one rule in light wind is to sail in clear air. Clear air is a high priority in any condition, but in light air conditions sailing in dirty air can be extremely costly. Find a clean lane first and then use your new found boat speed to maneuver around the course. If you have someone just below you who is keeping you pointing high, it may be worth tacking out. Alternatively if you are sailing just under someone, it may be worth footing off to get some separation.

As we all know, acceleration is especially difficult in light air. This means that minimizing tacks is a good general strategy and the heavier the boat the more important it is to reduce maneuvers. The more tacks you do the less time you will spend simply sailing at top speed. And, when you must execute maneuvers such as tacks and mark roundings, it is critical to use the crew's weight and sail trim to help steer the boat, adjusting each as you accelerate.

Controlling the boat's heel angle (also called boat trim) is also critical to light air boat speed. Modern boats that carry max beam (the widest point of the boat) well aft tend to develop a lot of drag if the stern is low in the water. Creating heel and getting the back end of the boat out of the water can make a huge difference in reducing drag. Moving weight to leeward is a standard practice. You may also want to test moving weight radically forward to see how it helps.



Bear-Away Set or Jibe Set

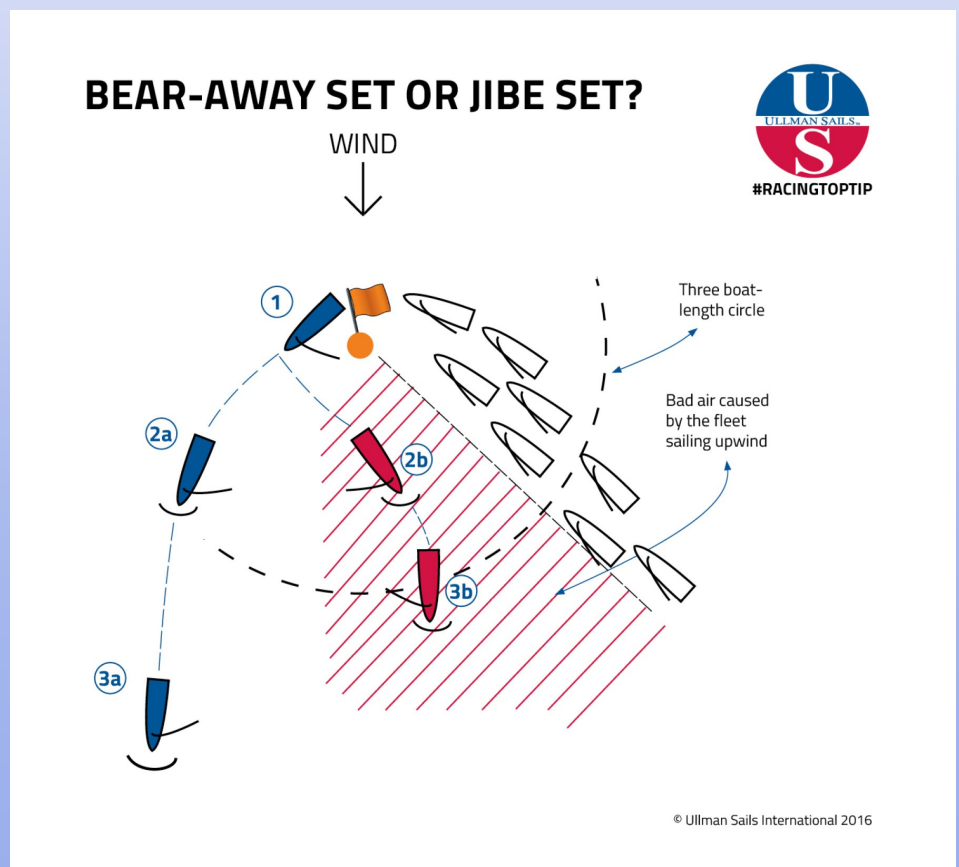
You're on layline to the weather mark and planning your downwind leg. You're leading a pack of eight boats to the mark and are weighing whether to do a bear-away set or a jibe set. What should you be thinking about?

Manage Risk and Reward

As we all know, rounding the weather mark starts well before you reach the three boat-length circle of the upwind leg. To set yourself up for success you must know your position in the fleet – how many boats are ahead of you, how many boats are behind you, what your spacing is relative to them. There are racecourse conditions to evaluate as well – current, shifts, pressure, etc. all impact the decision of whether or not your team will do a bear-away set or a jibe set. Identifying these factors and determining your game plan on the upwind leg is a must.

90% of the time the answer at the weather mark is to do a bear-away set. But in the right situation, a jibe set can pay off, and pay off big. Remember that jibe sets are a high risk, high reward maneuver. Below are some pros and cons of jibe sets to help you determine if your circumstances put you in that other 10% and justify a jibe set:

- Fewer boats jibe set, and as a result there are fewer boats to take your breeze downwind (once you get away from the mark).
- Boats that sail inside typically sail less distance as they don't need to sail high to avoid traffic or secure a lane.
- In lighter conditions a jibe set can be extremely costly as the additional jibe sacrifices too much boat speed.
- Teams that jibe set will be on port and to weather of any remaining boats coming upwind, compromising their rights and forced to navigate around competitors.





Do you know how these sailing terms became common expressions?

We tend to forget how many sailing terms have made it into conversational English. Next time you hear one of these used, you can tell them where it came from and how they can really experience it...in a sailboat!

To Know the Ropes—There were miles and miles of cordage in the rigging of a square rigged ship. The only way of keeping track of and knowing the function of all of these lines was to know where they were located. It took an experienced seaman to know the ropes.

Dressing Down - Thin and worn sails were often treated with oil or wax to renew their effectiveness. This was called "dressing down". An officer or sailor who was reprimanded or scolded received a dressing down.

Footloose - The bottom portion of a sail is called the foot. If it is not secured, it is footloose and it dances randomly in the wind.

First Rate - Implies excellence. From the 16th century on until steam powered ships took over, British naval ships were rated as to the number of heavy cannon they carried. A ship of 100 or more guns was a First rate line-of-battle ship. Second rates carried 90 to 98 guns; Third Rates, 64 to 89 guns; Fourth Rates, 50 to 60 guns. Frigates carrying 48 to 20 guns were fifth and sixth rated.



Sailing School and Outdoor Explore

The Lafayette Sailing Club will participate in the “Outdoor Explore” program offered by the Tippecanoe County Parks department. We will have a display, information tent, and demonstrate small boat sailing at Bicentennial Lake, located (hidden) on the north side of Lafayette!

We will also offer a formal sailing school and “on the water” introduction in the spring as well as after Outdoor Explore. There is no charge for the school. Each class will meet one night a week for two weeks. Afterwards, those school participants who wish to practice on the water will be given some basic instruction and a chance to practice on the water in a club boat. More details will be released later. We will be looking for help to staff these events. Participants do NOT have to be club members to attend.





Upcoming Calendar Highlights

Sailing School—Session I—Monday, April 9 and April 16, 7-9pm
Session II—Monday, June 18 and June 25, 7-9pm
On the water experience day—June 23

Open House — June 23—10am-4pm

Racing starts — Saturday, April 28th at noon!

Social Events — April 20—Introduce a Friend to Sailing Spring Callout
June 17—Past Commodores Cocktail party and New Member Welcome

Regattas — June 16 and 17

Do you know your navigation aids?

Pictured below are the two navigation pier lights (North and South) marking the entrance from Lake Michigan to Round Lake (Charlevoix). Using the chart excerpt:

1. What color is each light?
2. What is the light pattern/interval?
3. How tall is each pier light?
4. What does "10 St M" mean?
5. What is a MRASS?

(answers on the next page)





Navigation chart answers

• **Flashing Fl:**



1. South Pier-Red (R) North Pier-Green (G)
2. Both piers utilize flashing lights. Flashing (Fl) means that the light is off more than it is on. (Occulting is the opposite of flashing, the light is on more than off). South pier flashes every 4 seconds, north pier every 2.5 seconds.
3. South pier is 41' high, the north light is 20' high.
4. Each light can be seen a maximum of 10 statute miles, (10 St M)
5. MRASS stands for "Mariner Radio Activated Sound Signal". The Coast Guard is replacing many of its older Aid to Navigation (ATON) sound signals with horns that mariners activate themselves using a marine VHF radio. Once activated, the signal (horn) will continue to sound for a period of up to 1 hour before shutting down and going into standby mode again. Every MRASS equipped ATON is noted on the chart. Occasionally the frequency used to activate it is published on the chart, but if not then you will need to refer to the appropriate USCG Light List volume for that area.



2018 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 16-18	Lake Carlyle, IL	Randy Carie
May 18-20	Lake Monroe	Donna & Dave Keller
June 15-17	Lake Freeman mini-cruise	
July 15-22	Lake Charlevoix, MI	Kirk Gilbert
Sep 28-30	Fall mini-Cruise Lake Monroe	Donna & Dave Keller



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>

