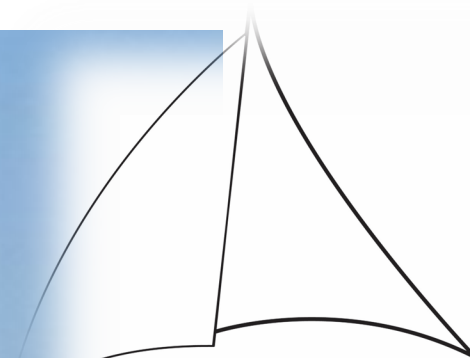


Waterline



LAFAYETTE
Sailing Club



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Fall is here!

Summer is about over but there is still time to get out sailing! The water level is steady and it's not so hot. Have a great time!

Lafayette Sailing Club
located on Lake Freeman, Indiana



Ahooy, sailors!

The summer has sped past us. Jacob has managed an excellent racing season on Lake Freeman for those who love a little competition on the water.

The summer cruise went well despite a couple of days of “mild” wind. The weather has finally cooled a little with the sailing on Lake Freeman being that much more pleasurable.

Our Fall Cruise has been revised to take place on Lake Freeman over the weekend of the 13th of October – more of an introduction to cruising for those who have hesitated previously. It is combined with the racing that weekend. Please contact Randy Carie or myself with any questions.

The annual fall banquet is scheduled for Friday, November 3rd at Walt’s Pub and Grill in West Lafayette. You will be getting an email invite shortly with more details. It will be great to get back to our traditional banquet.

“Nothing but fun.”

Commodore Lewie Wallace



Membership Highlights

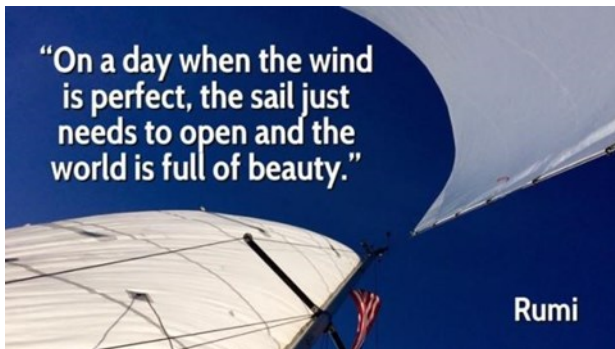
Membership in the Lafayette Sailing club is open to anyone. Membership applications can be downloaded from the club website at www.lafayettesailingclub.com.

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—Lewie Wallace



Vice-Commodore — Kevin Kunz



Recording Secretary — Cary Troy



Treasurer — David Klenosky

Directors

Membership — Bill Ferner

Club Fleet — Jim Keller

Race — Jacob Bleier

Grounds — Carl Griffin

Social — Barb Nolan and
Dorothy Broaddus

Cruising—Lewie Wallace and
Randy Carie

Communications — Mike Nolan

Sailing School—Mike and Barb Nolan

Members at Large

Dave Dugger

Americas Cup—2024

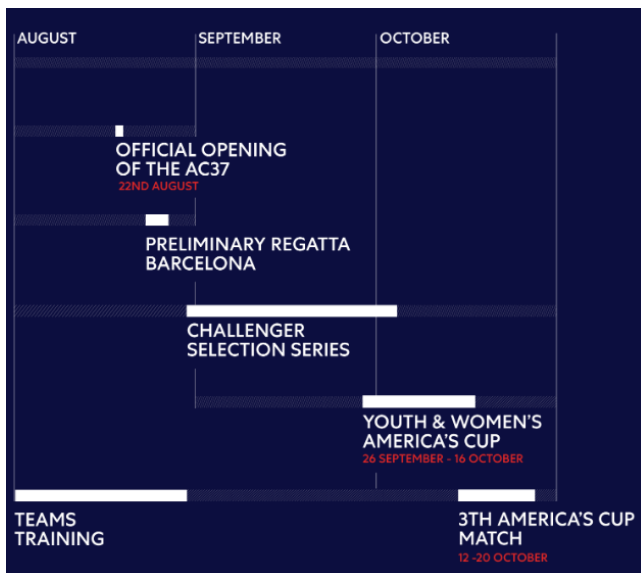
The 37th America's Cup will take place between August and October 2024 in Barcelona. Situated around Port Vell and out along the beach to Port Olympic, the sailing world has made Barcelona their home for what promises to be one of the most intense America's Cups in the event's 174-year history.

WHAT'S THE AMERICA'S CUP: THE RACE WITH NO SECOND PLACE

It's the oldest international sporting trophy - dating back to 1851 – and stands as one of the hardest sporting endeavors. The New York Yacht Club, one of the most prestigious clubs in the world, held the trophy for 132 years before losing it in 1983 to Australia. Since then, the Cup has only been won by teams from the United States, Switzerland and New Zealand. The current Defender of the America's Cup is Emirates Team New Zealand, representing the Royal New Zealand Yacht Squadron.

The 37th America's Cup Official Opening Ceremony will be held in Barcelona on August 22, 2024. The Final Preliminary Event and the Challenger Selection Series will follow, leading up to the America's Cup Match that will start on October 12, 2024. By June 2023, all the teams will have their base set up and be training in Barcelona.

WHO'S RACING:



The holders of the America's Cup are Emirates Team New Zealand representing the Royal New Zealand Yacht Squadron. INEOS Britannia, the 'Challenger of Record' from the UK are in charge of the Selection Series to decide who will race against New Zealand for the trophy. The format of the Cup sees the Defender of the trophy automatically entitled to race in the final 'Match' whereas the Challengers will undertake a series to find the top yacht to take on the NZ team. Confirmed entries are: Alinghi Red Bull Racing from Switzerland, Luna Rossa Prada Pirelli from Italy, American Magic New York Yacht Club from the USA and K-Challenge from France.



37TH AMERICA'S CUP BARCELONA

Cruising with the Lafayette Sailing Club

According to (past Commodore Randy Carie), Cruising is the life! Just to be on the boat, working the lines, adjusting the sails, and enjoying the day!

The Lafayette Sailing Club is home to many trailerable cruising boats that enjoy a day of cruising on Lake Freeman and more. Many days can be enjoyed on Lake Freeman, with your boat being sail ready and use of our dedicated harbor and ramp. Pack some food and beverages and enjoy the day, or plan for an overnight on your boat. Find the secret cove or stay overnight in the harbor after a fun filled day of sailing.

You can also cruise at a number of Midwest lakes and bays. LSC organized cruising to a distant lake began in the Summer of 2001 when some members joined in on the week long fun with the Catalina 22 National Association to cruise on Lake Michigan. LSC Summer Cruising destinations since 2002 have included Door County, WI, Mackinac Island, Traverse Bay, Little Traverse Bay, Holland (Macatawa) and Lake Charlevoix, MI.

Next summer LSC cruise will probably be to Grand Traverse Bay. A shorter cruise is planned for Mississinewa Lake near Peru. Lots of fun to be had! Future columns will talk about what boat(s) work best, trailering issues and how to visit the marinas and ports along these lakes.



Racing

by Kevin Kunz

Racing sailboats is a fun and exciting way to improve your overall skills as a sailor. A well-managed race will test a sailor's skill at all points of sail (beating, reaching and running) and knowledge of conditions and rules. Over time a sailor will gain confidence in his/her ability to handle any type of condition: a valuable commodity in long-distance racing or cruising where possible survival conditions present. And, perhaps most importantly, racing has a built-in community: a group of sailors come together to compete, encourage, and enjoy one another in a sport they love.

Simply speaking, there are three priorities when racing:

- Know the wind;
- Know your boat;
- Know the rules.

***RACING SAILBOATS
IS A FUN AND EXCITING
WAY TO IMPROVE
YOUR OVERALL
SKILLS AS A SAILOR.***

WIND: The typical race around buoys starts upwind placing your boat on a beat. But, what is the forecast for the wind? Will it clock or back? Will it build or die off? How does the terrain affect any swirling effects? Lake Freeman is very shifty and puffy; these will affect which "side" of the course is "favored". A favored side ideally has both more wind and causes a racer to sail a faster course and hopefully shorter distance due to lifts. Having tell-tales on the shrouds, mast-head, forward of the mast, and on the sail is critical for "seeing" the wind. And, they're cheap: a 90 minute cassette tape or red yarn provides some of the best material for making tell-tales and lasts for years.



BOAT: Ideally, the boat you sail should have a clean and flawless bottom and board, be well laid out for rigging (subject to class rules) and have a good "rig" (mast rake properly set, sails properly trimmed for the various points of sail). But, I've been in regattas where winners have been in Club boats that have had poor bottoms and poor rigs. So, knowing the wind and going the right way is the clear priority.

Racing (continued)

RULES: You do not need to be a sea-lawyer to race. There are three basic rules to follow:

- A starboard boat has right of way over a port boat, even at marks;
- A leeward boat has right of way over a windward boat; and
- A boat clear astern must keep clear of a boat clear ahead.

There are limitations to the right-of-way boats (don't hit another boat, etc.), but if you follow these 3 simple concepts throughout a race you will avoid 90% of problems. Using the knowledge of these 3 basic rules will also help you tactically as you approach the start line, marks, and finish line. Talking to your competitors on the race course also helps alleviate situations where confusion results in hard feelings.

Over the next few months we will explore each of these three concepts more closely, spending time on the wind, boat, and rules. In the meantime, consider delving into each of these; read manufacturer or sail maker recommendations on each; join USSailing and get a copy of the rules. It's pretty cheap.



The Future of Foiling

As the SailGP F50 race boat suddenly tacks, the G force pins me inside the aft steering station. Working against gravity, the U.S. team's driver, Jimmy Spithill, and four other sailors somehow sprint 20 feet between the twin hulls to a mirror-image station on the starboard side. The catamaran pivots hard on its foils, flying six feet above the water. What sounds like a jet overhead is actually the boat responding as the 15-knot gusts hit the "wings"—the stiff 95-foot-high sails designed as airfoils—and the 50-foot cat accelerates to three times the speed of the wind.



The F50 is techy, edgy, exhilarating, and, without the right skipper, dangerous. "A hot-rod version of the AC50," is how naval architect Paul Bieker describes it, referring to the 50-foot catamaran raced in the 2017 America's Cup, on which this one is based. Bieker's studio helped design the foils for the America's Cup boat, but the SailGP design is far faster, having just broken the 60 mph redline, thanks in part to thinner carbon-fiber "L" foils with the same bending stiffness and strength as steel, but at about a fifth of the weight.

It's hard to understand how powerful these boats are until you're airborne on one. So enormous is the aerodynamic pressure on the rig that a massive rudder cracks during our training session. "The boat moves fastest by flying as high and unstable as possible," says Paul Campbell Jones, the U.S. team's wing trimmer. "The goal is to push the boat to the edge—but if you go a centimeter too far, you either crash or fall off the foils and do a big nosedive."



"The first foiling powerboat came from Italy and flew in 1906," says Luca Rizzotti, founder of the Foiling Organization. Alexander Graham Bell's HD-4 was the second successful attempt in 1918. "But it weighed 5.5 tons and was powered by two Liberty aircraft engines, so was not practical."

Fast-forward a century with America's Cup efforts to appeal to the masses with hyper-speed foilers. "Suddenly, the best technology, materials and minds were brought to bear to make these real—in record time," says Bieker. "The breakthroughs came very fast."

Navier N30

California startup Navier moved from design to the first working prototype of its 30-footer in just over a year. It's revolutionizing motorboats, too, according to Bieker. His Anacortes, Wash., firm recently designed foils for the Navier N30, a nine-passenger electric powerboat that glides above the water on three carbon blades, each measuring seven feet five inches.

"The F50 and Navier foils use the same principles," Bieker says.

"The major difference is the F50 is manually controlled by the team, while the N30's computer keeps it intrinsically stable above the water." Where the racing cat

delivers raw power, the N30 is about passenger comfort and energy efficiency; think Tilt-a-Whirl versus magic carpet. The foils on the N30 use flaps that adjust 50 times per second, informed by sensors that measure wave conditions. The driver controls speed and steering, but the active foiling system does the rest.

The N30 foils at 15 knots, has a range of 75 nautical miles at 22 knots, and tops out at 35 knots, while three modes (Cruise, Sport, and Economy) match conditions or pilot preference. Navier says the N30 can handle five-foot seas, though during our test ride in San Francisco Bay, we never experienced anything over two feet as we hovered above the chop—minus any sense of wave action—in the sanctuary of the pilothouse version, which will be delivered to its first buyer later this year.

Navier commissioned the respected Maine boatbuilder, Lyman Morse, to build its pilothouse version (it also has a center-console prototype, which was not as well finished). I rode on both during the SailGP finals and it felt so peaceful coasting over the waves, rather than punching through them, while watching the racing.



Foiling Sailboats

But it isn't all about powerboats and Racing Yachts. There are over a dozen smaller foiling sailboats now for sale at "reasonable" prices. Most are in Europe only but will be here before we know it! Here are a couple of them ...

Birdyfish-15 1/2 feet

A boat for learning to sail foils, even for beginners. Very few trim adjustments for foils allow the beginner to enjoy all the excitement and joy of flying. The crew will only have to deal with sail trimming. The appendages with a soft-angled L guarantee take-off from 10 knots of wind. The shape of the bow works well even in waves. Price: \$18,500.



Flo1-14 feet

An interesting approach for the world of small foilers. Produced by the Dutch company Aeronamics, it has a soft, almost C-shaped foil. There is no adjustment of the rake



of the appendages but only its extension in the water, which makes the "trim" of these appendages easy and intuitive after just a few trips. Top speeds are around 20 knots. Price: \$16,500

Foiling Dinghy – 13 feet

It weighs 70 pounds and can be foiled as early as seven knots of wind. The Foiling Dinghy is equipped with an inverted T rudder and a pair of curved foils that act as

both lifting and straightening foils, with an automatic management system. The foils have a few simple adjustments depending on what you want to achieve (more flying or more straightening). Price: \$15,500.

Skeeta – 11 feet

The idea behind Skeeta is the same as that of many other small foilers: to make this type of wing easy and open to everyone. Skeeta is a single glider that flies on two self-regulating appendages, not particularly technical to fly but still very high performance, with the particular shape of the hull that distinguishes all Quant models. Price: \$17,000.



Waszp – 11 feet

The Waszp is considered by many to be an ideal “family” boat because it is fun for both young and old. The foil adjustment system is managed by a sensor, but it is possible to set the appendages and modify some adjustments. Price: \$13,000



2023 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.



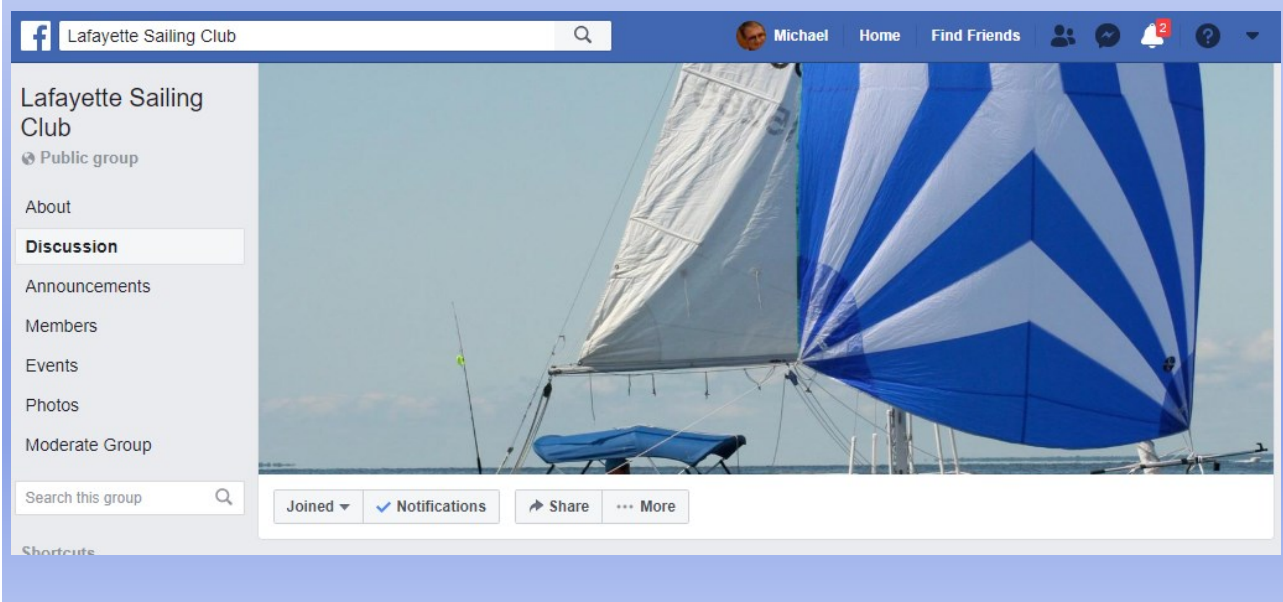
What's on the website!

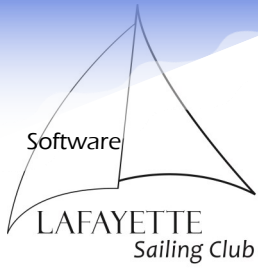
Check out the LSC website at <https://lafayettesailing.com/>

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>

