

September 2017

# Waterline



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## Its Fall, but still time to sail!

Summers rapidly coming to a close, but there is still time to sail! Wednesday Navy, Moonlight Sails, and races. We also have sailing school and the end of the

year banquet. Lots of things in this newsletter. We have a new ships store with LSC logoed apparel. The remaining 2017 schedule of events, how to obtain

marine forecasts and trivia questions and other items.

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**Lafayette Sailing Club**  
located on Lake Freeman, Indiana



## Commodores Message

Donna Keller



### Ahoy Fellow Sailors!

Summer is almost over but that does not mean that sailing is over. Fall is a wonderful time of the year to sail with great winds and beautiful scenery. If the weather is conducive to a fall cruise David and I are considering heading to Michigan City the weekend of the 22 thru the 24 of Sept.

The fall cruise has normally been held in Holland but the weather has not been the greatest over the last few years. The date for that cruise if the weekend of the 20-22nd of October and there has been some discussion on whether to go to Mississinewa or Paynetown/Lake Monroe. If you have an opinion of one or the other please let me know.

We had a great end of the year regatta and picnic and missed seeing many of you there. Hopefully you will all be ready for the moonlight picnic and sails to be held on September 8, October 6 and November 3rd. The fall races are September 9, 16, 23 and 30 as well as October 14.

We will also be offering Sailing school/lessons this fall so please send the information in the newsletter about that to anyone you know interested in learning how to sail.

Our banquet is our next big event and that will be on November 10th at Oakdale Inn. Please RSVP to Randy Carrie. We will be calling those we don't hear from.

Anyone interested in serving on the Board of Governors please let me know. We will be forming a nominations committee in order to fill positions that will be vacated at the banquet.

Looking forward to sailing on fall breezes and looking at colorful leaves along the lake. My email address is dokscience@gmail.com

*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

# 2017 Racing

Day	Date	Time	Type
Saturday	9-Sep	12:00	Series Races
Saturday	16-Sep	12:00	Series Races
Saturday	23-Sep	12:00	Series Races
Saturday	30-Sep	12:00	Series Races
Saturday	14-Oct	12:00	Series Races

Titolo, Steve	138
Klenosky, Dave	120
Keller, Dave	106
Nolan, Barb	92
Nolan, Mike	48
Gilbert, Kirk	45
Eismin, Tom	38
Reehling, Ron	34
Rossmann, Michael	29
Keller, Jim	28
Carie, Randy	24
Moreale, Brendan	5
Keller, Donna	5
Karnes, Deac	3
Guffey, Sam	2

Got a real horse race going in the race standings! Steve Titolo, Dave Klenosky, Dave Keller and Barb Nolan all have a shot at first place! It all depends on how they do the last month. Seven more are all clustered together right behind them! So come on out for the last couple of races and let's see how this all pans out!

## Trivia Questions—Test your knowledge

Do you know the origin of these sailing expressions?

1. In the Doldrums
2. Limey
3. Mind your P's and Q's
4. Pipe Down
5. Square Meal
6. Three Sheets to the Wind

(Answers are on page 14. No peeking!)



## Club Get-togethers and Communication!

Join us on the following dates to sail and/or socialize!

Sept 8	Fri	7:00	<b>Moonlight Picnic &amp; Sail</b>
Sept 9	Sat	12:00	<i>Series Races (3)</i>
Sept 16	Sat	12:00	<i>Series Races (2)</i>
Sept 23	Sat	12:00	<i>Series Races (3)</i>
Sept 30	Sat	12:00	<i>Series Races (2)</i>
Oct 6	Fri	7:00	<b>Moonlight Picnic &amp; Sail</b>
Oct 11	Wed	7:00	BOG Meeting
Oct 14	Sat	12:00	<i>Series Races (3)</i>
Oct 20-22	Fri/Sat/Sun		<b>Holland Mini Cruise</b>
Nov 3	Fri	7:00	<b>Moonlight Picnic &amp; Sail</b>
Nov 10	Fri	6:00	<b>FALL BANQUET (The Oakdale Dam Inn -- Monticello, IN)</b>
Nov 11	Sat	10am-12pm	<b>Fall Harbor Appreciation Day and Chili Cook Off</b>
Nov 15	Wed	7:00	Organizational BOG Meeting for 2018



## New ships stores-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>.

There are only about 20 items shown on the page, but almost ANYTHING in the catalog can have the LSC logo added to it.



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



5/8 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



# Marine Forecasts

## How they work and where you get them

Marine forecasts are created by the National Weather Service and can be accessed at <http://www.nws.noaa.gov/om/marine/home.htm>. In general, marine forecasts come in two “flavors”. Marine ZONE forecasts and Marine POINT forecasts.

### Marine Zone Forecast

National Weather Service marine zones are specific, defined over-water areas contained in the various NWS marine forecast products. Each zone is identified by a text description and a Universal Generic Code (UGC), e.g. LONG ISLAND SOUND EAST OF NEW HAVEN CT/PORT JEFFERSON NY, ANZ330. Zones are divided to identify meteorologically dissimilar areas. Marine Zone Forecasts outline the range of conditions which may be found within the entire zone. The size of a zone and the number of zones within a forecast product is a compromise between forecast accuracy and dissemination limitations.

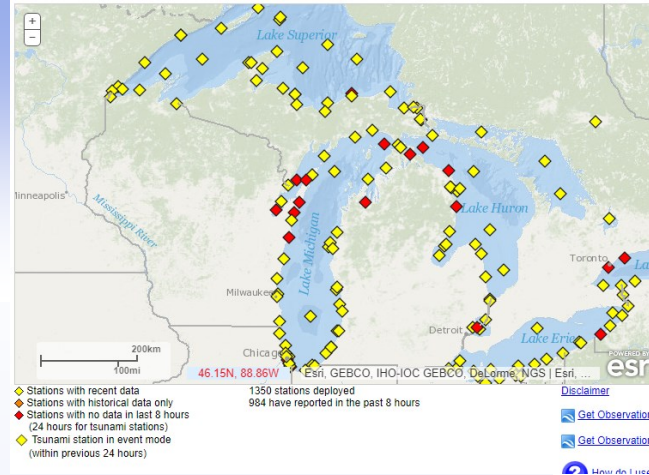
### Marine Point Forecast

A National Weather Service "Marine Point Forecast" refers a text forecast for a single point. In actuality, the "point" is a single small rectangle which represents the resolution of the computer forecast models which is typically 2.5 by 2.5 kilometers. The point forecast is generated from a forecaster-generated gridded data set known as the National Digital Forecast Database (NDFD) also used to produce graphics. The NDFD is used as the basis for the majority of local public and marine forecasts and is in the process of being further expanded to the offshore and high seas areas.

**Please Note:** Being a forecast for a single point, the point forecast is very specific and mariners should also be aware of weather conditions in the surrounding area. Forecast information for the surrounding area can be found within the zone forecast and the NDFD graphics. Be aware, the forecast conditions at a particular point may not exceed the criteria of a Small Craft Advisory, Gale, Storm etc. These watches/warnings/advisories are issued for the entire zone in which the point resides and mariners should act accordingly.

Marine Point Forecasts are available as part of National Weather Service webpages popularly known as the "Point-and Click" pages. Included on these pages are the Forecast-at-a-Glance feature which allows a quick overview of forecast weather, a listing of any active warnings, watches or advisories, and links to an "Hourly Weather Graph" and other data of local interest.

Weather forecasting is not a perfect science and conditions can change rapidly and unexpectedly. Most marine forecasts are updated every six hours and as conditions warrant. Marine forecasting is



**Station GTLM4 - Grand Traverse Light, MI**


Owned and maintained by [National Weather Service Central Region](#)  
GLOS Weather Station  
45.211 N 85.550 W (45°12'38" N 85°33'1" W)

Site elevation: 176 m above mean sea level  
Air temp height: 1.5 m above site elevation  
Anemometer height: 16 m above site elevation  
Barometer elevation: 183.8 m above mean sea level

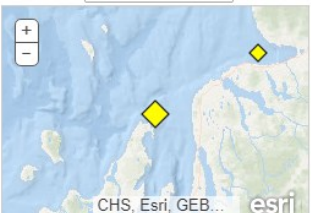
For Great Lakes marine forecasts, select: [GREAT LAKES FORECASTS](#)

[Search And Rescue \(SAR\) Data](#)

[Meteorological Observations from Nearby Stations and Ships](#)



Oceans











Large icon indicates selected station. [Disclaimer](#)  
Yellow diamond indicates station with recent data  
Red diamond indicates station with no data in last 8 hours (24 hours for tsunami stations)

made much more difficult than forecasting ashore due to a lack of available observations. Observations are required for NWS computer forecast models and by the forecaster to provide value-added decision making to the computer model output. Observations also serve to alert the forecaster when NWS forecasts do not agree the actual conditions and therefore, a problem exists in the current forecast process.

Conditions at GTLM4 as of  
(5:40 pm EDT)  
2140 GMT on 09/05/2017:

Unit of Measure: English Time Zone: Station Local Time Select

Click on the graph icon in the table below to see a time series plot of the last five days of that observation.

	Wind Direction (WDIR):	NNW ( 330 deg true )
	Wind Speed (WSPD):	13.0 kts
	Wind Gust (GST):	18.1 kts
	Atmospheric Pressure (PRES):	29.82 in
	Air Temperature (ATMP):	60.1 °F
	Wind Speed at 10 meters (WSPD10M):	13.6 kts
	Wind Speed at 20 meters (WSPD20M):	13.6 kts
	<a href="#">Combined plot of Wind Speed, Gust, and Air Pressure</a>	

Whereas 1000's of observations might be available for your local land forecast, only one or two observations might be available for the local marine forecast. The conditions in your location can be different than the general marine forecast due to local effects. For example, a strong land breeze might serve to flatten the waves immediately along the coast. A strong current, such as around a jetty or associated with the Gulf Stream, can increase wave heights.

If you are using a marine point forecast, the point you've selected may not be fully representative of

the area in which you are operating. It is therefore recommended that mariners also view available text and graphic forecasts for the general area in which they are operating to maintain greater domain awareness. In any case, be aware that wave forecasts are an average. The height of some individual waves can be expected to be as much as two times greater. Reports of "rogue" waves of even greater heights are not uncommon.

In general, marine forecasts are similar to land forecasts, with special emphasis on wind, wave heights and visibilities. In addition, various advisories and warnings not normally used on land might be observed in a marine forecast. These advisories/warning/terms include:

**Hazardous Seas Watch:** A watch for an increased risk of a hazardous seas warning event to meet Hazardous Seas Warning criteria but its occurrence, location, and/or timing is still uncertain.

**Hazardous Seas Warning:** A warning for wave heights and/or wave steepness values meeting or exceeding locally defined warning criteria.

**Freezing Spray Advisory:** An advisory for an accumulation of freezing water droplets on a vessel at a rate of less than 2 centimeters (cm) per hour caused by some appropriate combination of cold water, wind, cold air temperature, and vessel movement.

**Heavy Freezing Spray Watch:** A watch for an increased risk of a heavy freezing spray event to meet Heavy Freezing Spray Warning criteria but its occurrence, location, and/or timing is still uncertain.

**Heavy Freezing Spray Warning:** A warning for an accumulation of freezing water droplets on a vessel at a rate of 2 cm per hour or greater caused by some appropriate combination of cold water, wind, cold air temperature, and vessel movement.

**High Surf Advisory:** . A High Surf Advisory is issued when breaking wave action poses a threat to life and property within the surf zone. High surf criteria varies by region. High Surf Advisories are issued using the Coastal Hazard Message (CFW) product.

**High Surf Warning:** A High Surf Warning is issued when breaking wave action results in an especially heightened threat to life and property within the surf zone. High surf criteria varies by





region. High Surf Warnings are issued using the Coastal and Lakeshore Hazard Message (CFW) product.

**Hurricane Force Wind Watch:** A watch for an increased risk of a hurricane force wind event for sustained surface winds, or frequent gusts, of 34 knots 64 knots (74 mph) or greater, but its occurrence, location, and/or timing is still uncertain.

**Hurricane Watch:** An announcement that hurricane conditions (sustained winds of 74 mph or higher) are possible within the specified coastal area. Because hurricane preparedness activities become difficult once winds reach tropical storm force, the hurricane watch is issued 48 hours in advance of the anticipated onset of tropical-storm-force winds.

**Hurricane Force Wind Warning:** A warning for sustained winds, or frequent gusts, of 64 knots (74 mph) or greater, either predicted or occurring, and not directly associated with a tropical cyclone.

**Hurricane Warning:** An announcement that hurricane conditions (sustained winds of 74 mph or higher) are expected somewhere within the specified coastal area. Because hurricane preparedness activities become difficult once winds reach tropical storm force, the hurricane warning is issued 36 hours in advance of the anticipated onset of tropical-storm-force winds.

**Low Water Advisory:** An advisory to describe water levels which are significantly below average levels over the Great Lakes, coastal marine zones, and any tidal marine area, waterway, or river inlet within or adjacent to a marine zone that would potentially be impacted by low water conditions creating a hazard to navigation.

**Special Marine Warning (SMW):** A warning product issued for potentially hazardous weather conditions usually of short duration (up to 2 hours) producing sustained marine thunderstorm winds or associated gusts of 34 knots or greater; and/or hail 3/4 inch or more in diameter; and/or waterspouts affecting areas included in a Coastal Waters Forecast, a Nearshore Marine Forecast, or an Great Lakes Open Lakes Forecast that is not adequately covered by existing marine warnings. Also used for short duration mesoscale events such as a strong cold front, gravity wave, squall line, etc., lasting less than 2 hours and producing winds or gusts of 34 knots or greater.

**Small Craft Advisory (SCA):** An advisory issued by coastal and Great Lakes Weather Forecast Offices (WFO) for areas included in the Coastal Waters Forecast or Nearshore Marine Forecast (NSH) products. Thresholds governing the issuance of small craft advisories are specific to geographic areas. A Small Craft Advisory may also be issued when sea or lake ice exists that could be hazardous to small boats. There is no precise definition of a small craft. Any vessel that may be adversely affected by Small Craft Advisory criteria should be considered a small craft. Other considerations include the experience of the vessel operator, and the type, overall size, and seaworthiness of the vessel. A SCA will be issued on the Great Lakes for - Sustained winds or frequent gusts between 22 and 33 knots inclusive, and/or seas or waves greater than 4 feet.

**Small Craft Advisory for Hazardous Seas (SCAHS):** An advisory for wind speeds lower than small craft advisory criteria, yet waves or seas are potentially hazardous due to wave height, wave period, steepness, or swell direction.

**Small Craft Advisory for Winds (SCAW):** An advisory for wave heights lower than small craft advisory criteria, yet wind speeds are potentially hazardous. Thresholds governing the issuance of small craft advisories are specific to geographic areas.

**Storm Watch:** A watch for an increased risk of a storm force wind event for sustained surface winds, or frequent gusts, of 48 knots (55 mph) to 63 knots (73 mph), but its occurrence, location, and/or timing is still uncertain

**Tropical Storm Watch:** An announcement that tropical storm conditions (sustained winds of 39 to

73 mph) are possible within the specified coastal area within 48 hours.

**Gale Watch:** A watch for an increased risk of a gale force wind event for sustained surface winds, or frequent gusts, of 34 knots (39 mph) to 47 knots (54 mph), but its occurrence, location, and/or timing is still uncertain.

**Gale Warning:** A warning of sustained surface winds, or frequent gusts, in the range of 34 knots (39 mph) to 47 knots (54 mph) inclusive, either predicted or occurring, and not directly associated with a tropical cyclone.

**Storm Warning:** A warning of sustained surface winds, or frequent gusts, in the range of 48 knots (55 mph) to 63 knots (73 mph) inclusive, either predicted or occurring, and not directly associated with a tropical cyclone.

**Tropical Storm Warning:** An announcement that tropical storm conditions (sustained winds of 39 to 73 mph) are expected somewhere within the specified coastal area within 36 hours.

**Dense Fog Advisory:** An advisory for widespread or localized fog reducing visibilities to regionally or locally defined limitations not to exceed 1 nautical mile.

## Weather Buoys



Weather buoys are instruments which collect weather and ocean data within the world's oceans, as well as aid during emergency response to chemical spills, legal proceedings, and engineering design. Moored buoys have been in use since 1951, while drifting buoys have been used since 1979. Moored buoys are connected with the ocean bottom using either chains, nylon, or buoyant polypropylene. With the decline of the weather ship, they have taken a more primary role in measuring conditions over the open seas since the 1970s. Moored weather buoys range from

1.5 metres (4.9 ft) to 12 metres (39 ft) in diameter, while drifting buoys are smaller, with diameters of 30 centimetres (12 in) to 40 centimetres (16 in). Drifting buoys are the dominant form of weather buoy in sheer number, with 1250 located worldwide. Wind data from buoys has smaller error than that from ships. You can directly access some buoy information from the NWS marine weather site.



**NDBC/45022**

Little Traverse Bay Buoy, MI  
45.403N 85.088W

### Weather Conditions

6:10 pm EDT 05-Sep-2017  
**Wind:** NW (320°), 10 kts (18 kph)  
**Gust:** 16 kts (29 kph)  
**Seas:** 3.3 ft (1.0 m)  
**Peak Period:** 5 sec  
**Pressure:** 29.83 inHg (1010.1 mb)  
**Air Temp:** 58 °F (15 °C)  
**Water Temp:** 65 °F (19 °C)  
**Dew Point:** 48 °F (9 °C)

Enter a station ID:

## What is Dial-A-Buoy?

Dial-A-Buoy gives mariners an easy way to obtain weather reports when away from a computer/the Internet. Wind and wave measurements taken within the last hour at buoy and coastal weather stations operated by NDBC and a growing number of Integrated Ocean Observing System (IOOS®) partners can be heard using a cell phone. NDBC, a part of the National Weather Service (NWS), created Dial-A-Buoy in 1997. In 2007, NDBC and the National Ocean Service's Center for Operational Ocean Products and Services (NOS/CO-OPS) jointly implemented a replacement for the original system which had operated well beyond its expected life cycle.

Large numbers of boaters use the observations, in combination with forecasts, to make decisions on whether it is safe to venture out. Some even claim that the reports have saved lives. Surfers use the reports to see if wave conditions are, or will soon be, promising. Many of these boaters and surfers

live well inland, and knowing the conditions has saved them many wasted trips to the coast.

Buoy reports include wind direction, speed, gust, significant wave height, swell and wind-wave heights and periods, air temperature, water temperature, and sea level pressure. Some buoys report wave directions. Coastal weather stations report the winds, air temperature, and pressure; some also report wave information, water temperature, visibility, and dew point.

## How to use Dial-A-Buoy?

To access Dial-A-Buoy, dial 888-701-8992 using any touch tone or cell phone. Assuming you know the identifier of the station whose report you need, press "1". In response to the prompt, enter the five-digit (or character) station identifier. (For coastal stations whose identifiers contain both letter characters and numbers, use the number key containing the letter - for the letter "Q", press "7"; for "Z", press "9"; etc.) The system will ask you to confirm that your entry was correct by pressing "1". After a few seconds, you will hear the latest buoy or C-MAN observation read via computer-generated voice. At the end, the system will prompt you to press "1" to hear the report again, or "2" to continue with other options.

Dial-A-Buoy also can read the latest NWS marine forecast for most station locations. The system will prompt you to press "2" to continue after the observation is read, then "1" to hear the forecast. You can jump to the forecast before the end of the station report by pressing "21" during the reading of the station conditions.

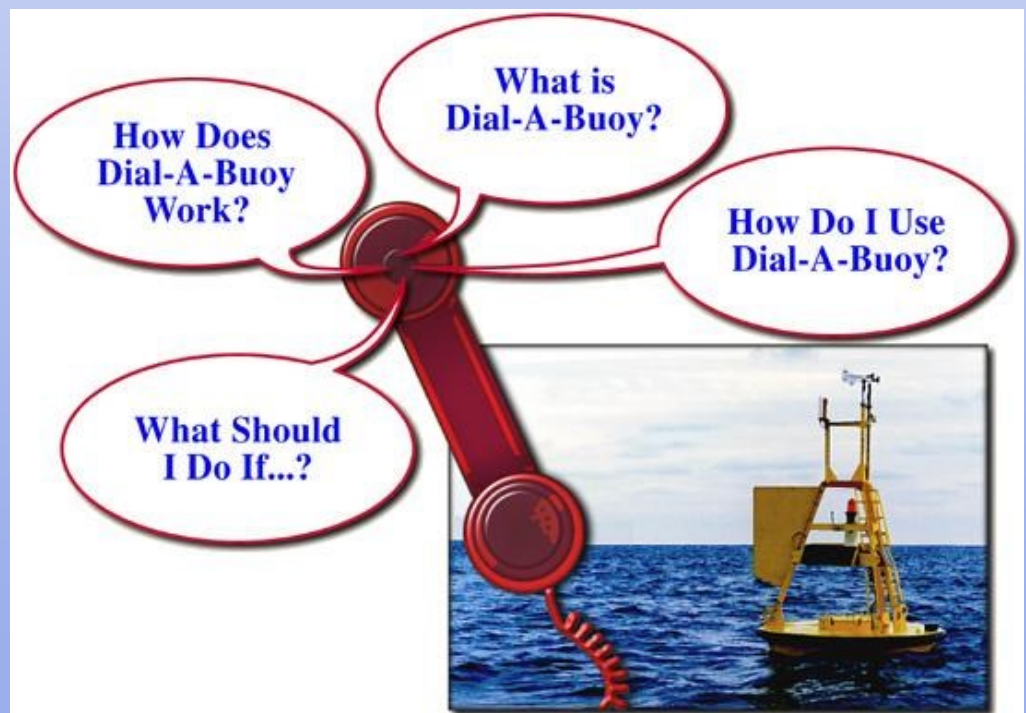
When you are finished with Dial-A-Buoy, press 9 or simply hang-up!

There are several ways to find the station locations and identifiers. For Internet users, maps showing buoy locations are given at <http://www.ndbc.noaa.gov/>. Telephone users can press "2" at the beginning of the call to be prompted for a latitude and longitude and receive the closest station locations and identifiers.

When you become familiar with the system, you do not have to wait for the prompts. For example, you can press "1420071" as soon as you begin to hear the welcome message to hear the report from station 42007.

## How Does Dial-A-Buoy Work?

The Dial-A-Buoy system does not actually dial into a buoy or C-MAN station. The phone calls are answered by a computer that controls the dialog and reads the observations and forecasts from NDBC's web site.



## Moonlight Sails!

Join us for moonlight sails on the following Fridays. People meet around 7pm at the harbor for dinner (bring your own....a grill is usually available). Sailing starts around sunset and lasts as long as you'd like!

Sept 8

Oct 6

Nov 3



## For Sale!

LSC is in the process of selling two older boats. For further information, or to make an offer, contact Jacob Bleier at [jtbleier@gmail.com](mailto: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>

Catalina Capri 14—\$900

A nice family boat, day-sailer that can also be used for racing. For detailed information about this type of boat,

<https://whichsailboat.com/2015/07/22/catalina-14-2/>

## 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

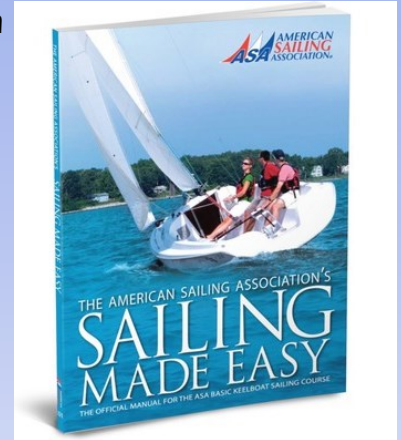
Now you can get 50% off of annual Membership dues when you join the nation's largest association of recreational boat owners. You pay one-half of the regular BoatU.S. dues of \$30 – that's just \$15.00 a year! For more information, go to <http://www.boatus.com/> and be sure to mention our Cooperating Group ID number GA84516S to get the specially reduced rate.



# Sailing School

The Lafayette Sailing Club will offer a formal sailing school and “on the water” introduction this fall as well as in the spring. The school will be both online and in a classroom setting. The class will meet two nights, from 7-9pm. This fall we will meet on Monday September 18th and Monday September 25th. (Location to be announced).

Participants do NOT have to be club members to attend. Each participant will need to register and will need to provide their own books. Mike Nolan will be teaching the course. The book used will be Sailing Made Easy sold by either ASA or from Amazon.com.

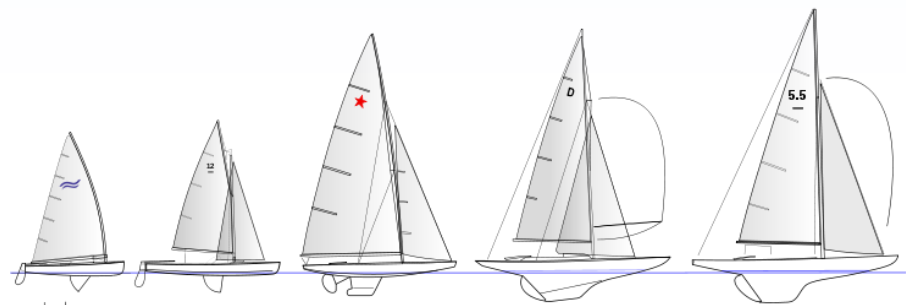


Further information on the course as well as the initial online lessons that need to be completed can be accessed at

<http://www.michaelsnolan.com/sailing.html>

The on-the-water experience will be limited to club members (associate membership is OK). This experience will be conducted by club volunteers using one of the club boats.

Feel free to pass along this information to friends or associates who might be interested. To register for the course, please obtain the textbook and email Mike Nolan at [mnolan@purdue.edu](mailto:mnolan@purdue.edu) letting him know how many will be attending.





# Trivia Answers

## **In the Doldrums**

Doldrums is the name of an area of the ocean on either side of the equator. This area is known to have unstable and light wind conditions. A sailing ship caught in the Doldrums can be stranded due to lack of wind. Today the term is used to describe someone as being in low spirits, stagnated or depressed.

## **Limey**

Formerly a term that refers to a British sailor, now this is also used generally to indicate a British person. The term came from the seventeenth and eighteenth century practice of issuing limes to British sailors to combat scurvy (a vitamin C deficiency).

## **Mind your P's and Q's**

Sailors would get credit at the taverns in port until they were paid. The barman would keep a record of their drinks on a chalkboard behind the bar. A mark was made under "P" for pint or "Q" for quart. On payday, the sailors were liable for each mark next to his name, and forced to "mind his P's and Q's." Today the term means to remain well behaved.

## **Pipe Down**

This originally nautical term was used as an officer's whistle sound, denoting the completion of an above-deck work shift, and thereby giving permission to go below. This expression is now used to mean "be quiet" or keep quiet."

## **Square Meal**

This is an expression synonymous with a proper or substantial meal. It originated from the square platters that were used to serve meals aboard ships.

## **Three Sheets to the Wind**

This expression meant that one did not have control of the vessel because one had lost control of the sheets or lines. Today the expression is used to refer to someone who is drunk or does not have control of himself or herself.



## 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.



## Fall 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.

<b>Sept 22-24</b>	<b>Michigan City</b>	<b>Dave and Donna Keller</b>
<b>Oct 20-22</b>	<b>Fall Mini-Cruise Lake Monroe</b>	<b>Dave Keller, coordinator</b>



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>

