

# CLSC “Light & Variable”

*August – 2024*



*- Hired Gun -*

## AT A GLANCE

- \* Commodore’s Cockpit
- \* Racing Reflections & Remarks  
“New Race Committee Boat”
- \* Sailing Programs & Events  
“Shakedown Sail”
- \* Education and Rules”  
“Boat Preparation”
- \* Telltales: “Review of Ross/  
Thomas System”
- \* Racing Opportunities
- \* Boats for Sale

## **Commodore’s Cockpit** *by Mike Gibson*



CLSC Members,

Summer is slipping away and cooler temps are on the way. Our racing season starts in just a few days and I’m looking forward to seeing everyone on the water.

With hurricane Debbie passing up the coast, we will have great wind for the next few days. Get your boats out while you can, you never know what life will throw at you.

We are wishing a speedy recovery to Brain and hope to see him back on the race course soon.

Fair Winds,  
Mike Gibson Commodore

### **2024 Fall Series**

August 17	Saturday	9:00 AM 11:00 AM	Fall Skipper's Meeting Fall Series Day Race One
August 31	Saturday	10:00 AM	Fall Series Day Race Two
Sept. 14	Saturday	10:00 AM	Fall Series Day Race Three
Sept. 28	Saturday	10:00 AM	30th Schrader Cup Regatta Day One
Sept. 29	Sunday	1:00 PM	30th Schrader Cup Regatta Day Two
October 12	Saturday	10:00 AM	Fall Series Day Race Four
October 26	Saturday	10:00 AM	Harry Ross Memorial Island Hopper Race
Nov. 9	Saturday	1:00 PM	Fall Series Day Race Five



# Racing Reflection & Remarks



*By Greg Boggs*

## **New Race Committee Boat**

This is a project that I have been working on for some time. That project being an effort to have a **Race Committee Boat on station to start and finish our races**. Some clubs have racers take turns performing these duties giving them a dispensation for the race they missed. I was not in favor of doing it that way as who would want to miss a race. On top of that, which race to miss. We have various and different races not to mention wind conditions. I felt that the only way was to have a committed Committee Boat handling the races.

The main problem was finding volunteers who would be willing to perform the duties. Further, those volunteers would need a boat compatible with performing those duties. It has taken a good while to find volunteers who fit those requirements.

Next would be training those volunteers in the duties of functioning as Race Committee for our races. We needed to provide them with the starting procedure, start times for each boat competing, along with how and where to set up the starting/finishing line. They needed to be instructed in how to sight the line for boats starting the race and finishing the race. We have found lately that a number of boats finishing the race were doing so in close proximity to each other, and it was necessary for someone to be able to sight the line to establish the finishing order. It was also necessary to get the finishing times for each boat, which up to now has been problematic.

I am hoping to have the Committee Boat and crew set for the first race of the series. That being said, the Race Committee Boat may not be available for each race, and it will be necessary for us to revert back to our original procedures. **I am asking that each boat - no matter whether or not we have a Committee Boat present for all races – continue to take their finishing times**, first synchronizing their watches with the functioning Committee Boat. Continuing to take our finish times will also remedy the case if the Committee Boat for some reason or not is not on station at the end of the race. Lastly, in the case of a **boat being far behind the pack of finishers, that boat will need to take their time and report it as the Committee Boat will not stay on station to record the finish of that boat(s).**

This series will be an experiment to ascertain whether the club will enjoy the benefits of having a committed Race Committee Boat and crew. It is my hope that the volunteers will enjoy the experience and be willing to continue doing so in the future. We need to be very appreciative of these volunteers and make sure to thank them in all ways possible.

---

## Sailing Programs and Events



*by Isaac Moody*

### - Shakedown Sail -

*Time to knock the wasp nests off those sails! August 10th at 10:00 a.m. we will be having our fall series Shakedown Sail! This was a big*

*success during the Spring Series so we thought we would plan on this again in preparation of the coming Fall Series starting the following week.*

*Come out and break in new crew members! Test out your motor that's not been started since the last race! Light the fires and kick the tires, if anything is gonna happen it's gonna happen out there!*

*You can respond to the invite on our Facebook page to let us know that you are planning to join us.*



---

## **EDUCATION AND RULES**



### ***BOAT PREPARATION FOR THE COMING SEASON***

We are close to the first race of the Fall Series, and we need to prepare our boats following the doldrums of the summer. Now is the time to start going over our boats to see if there are any problems needing to be addressed

prior to the first race. Do we need to clean the bottom of our boats? I noticed that even though my bottom paint is less than a year old, the bottom of my boat has developed a nice green beard.

It is essential that we check our standing and running rigging. What about blocks, winches, and reefing equipment. Are the batteries charged, are our instruments functioning. What about our radios. Are they charged (*portable*) and do they function?

What is the condition of our sails? Were there any problems with them that we did not take care of over the doldrum months? Any shackles that needed to be replaced? If we have a furling headsail system, is it ready to go or does it need attention? That also includes checking a foil on our headstay for damage. If we are sailing in the spinnaker class, is the spinnaker packed and ready to go? What about the spinnaker pole and the fittings on the mast?

Lastly, since the fleet has become much more competitive, boats are starting, meeting, and finishing closer together. Now is the time to refresh ourselves with the race rules. Do you have a protest flag on board? This is the last year that the current rules are in effect. Look for the next edition of rules for next year.

I do not know about you, but I have been waiting expectantly for the season to start. I have missed racing over the doldrums and cannot wait to see all of you on the water.



***Good Luck and Good Sailing!***



# Telltales - by Bettye Boggs



## Ross/Thomas Handicap System

As we begin a new fall series and with new sailors aboard, I thought we may take a look at and review our present handicap system that we use in rating our boats for competition.

A look at the past, we find that our The Ross/Thomas system was adopted by CLSC in 1989. It proposes to take into account factors of the ability of the boat in good repair and the abilities of the skipper and crew. The handicap process helps level the playing field where there are a wide range of boat types and sizes. The process is calculated mathematically (*see below*).

To request an initial **Ross/Thomas (RT) Time Correction Factor (TCF)**, a CLSC member shall inform the Vice-Commodore of his/her intention to race.

The Vice Commodore, Race Committee Chair, and Fleet Captain shall then assign an initial TCF equal to the difference of the CLSC's R/T base boat (*the CLSC boat rated at 100*) from US Sailing's Dixie Portsmouth Number (DPn). If no DPn is available, the committee may consult US Sailing's PHRF tables for reference.

If a boat changes hands within the club, the new owner must request a new R/T TCF. Since the R/T TCF is based partly on crew and skipper ability, the assignment of a new initial TCF protects the fleet from exploitation and prevents a beginner from being saddled with a TCF from an expert team.

Member boats which fail to qualify for recalculation in three consecutive series will be removed from the system and must request a new initial TCF.

TCF's shall be recalculated twice annually, at the conclusion of the Spring Series and at the conclusion of the Fall series. To qualify for a recalculation, a boat

must post a minimum of three finish times in a series. Once the results of a race are certified by the Race Committee, the times of all finishers shall be forwarded to the Fleet Captain for recalculation of TCF's.

In discussions regarding the use of this system, it has been pointed out that by using this system and staggered start times, the presumption is that all boats sailing to their potential rating, then *theoretically* will cross the finish line at the same time. This is when sailing ability of the crew, boat preparation, practice, reading the wind and favored side of the course, etc. all come into play. Also, it has been noted that by using the staggered start system, boats are finishing closer together so when functions are occurring at the dock after races, we do not have to wait as long on boats to finish the race.

### ***Procedure***

*For those interested in the mathematical procedure that is used with this system, the procedure below is how the Ross/Thomas ratings are calculated. I have to admit, I am personally so thankful that Chuck has volunteered to take on this process!!!*

*For each Race in which a boat experienced no anomalies (i.e. groundings, collisions, etc.)*

- 1. Subtract the corrected time of the first-place boat from the corrected time of each subsequent finisher.*
- 2. Convert those numbers to seconds per mile.*
- 3. Divide seconds per mile by six.*
- 4. Add Current TCF to the quotient in step three. This sum is equal to TCF Made Good in that race.*
- 5. If TCF Made Good is less than 120% of TCF, record this as TCF Actual, otherwise record 1.2 TCF.*

*For each boat with at least three TCF's Actual:*

- 1. Calculate the average of TCF's Actual. This sum is equal to TCF Calculated.*
- 2. Average the TCF Calculated with the TCFs for the previous two series. This number equals the TCF for the next series.*



3. *If any boat achieves a TCF lower than the base boat, it becomes the new base boat and all qualifying boats are adjusted equally.*
4. *If the base boat achieves a TCF higher than 100, all qualifying boats are adjusted equally.*
5. *The base boat always has a TCF of 100.*
6. *No TCF shall be lower than 100.*
7. *No TCF shall be higher than 160.*

Note: *Ross Thomas = RT*  
*Time Correction Factor = TCF*

---

**Best Wishes to Brian for a speed recovery**



**and we look forward to seeing him  
back on the lake soon!**

---

## ***Racing Opportunities***

### **Boats Looking for Crew:**

***Beets Me*** – Chuck Bowers, 860-961-4560  
***Cat's Pajamas*** – Brian McLernan, 340-514-0355  
***Catalina 22*** – Carey Hickey, 865-385-3709  
***Nutmeg*** – Bob Rhea, 703-801-9496  
***Shenanigans*** – Bernie Dail, 865-312-4147  
***Skye Boat*** – Luke Osborne, 850-333-0643

### Sailors Interested in Crewing:

Ryan Finney, [rafincorporated@yahoo.com](mailto:rafincorporated@yahoo.com)  
Nick Shoemaker, [nick@fiddleharpa.com](mailto:nick@fiddleharpa.com)

If you would like to crew or if you are looking for crew, please let me know and I will add you to our crew list. ([bettyeboggs@bellsouth.net](mailto:bettyeboggs@bellsouth.net))

---

### **- BOATS FOR SALE -**

#### **1986 22' Sirius swing keel sailboat.**

*Pop top (main cabin roof raises for 6'3" headroom). Main sail, Jib, Genoa, Asymmetrical Spinnaker, Roller furling, and Anchor w/chain and 100' line.*

*Wired with 110v outlets and several 12v receptacles.*

*Located in Slip #22 at the Dock.*

*Contact: Angela Wood - [ajwahl09@gmail.com](mailto:ajwahl09@gmail.com) – 865-577-2993*

---

#### **S2 6.9 – 1985 with a trailer.** *Sails include spinnaker. 5 HP outboard.*

**OWNER IS NEGOTIABLE AND MOTIVATED TO SELL!**

*Thomas and Janie Hubbard      204-097-0379      [thms\\_hubbard@yahoo.com](mailto:thms_hubbard@yahoo.com)*

---

#### **Boston Whaler Harpoon 5.2**

*Great starter boat or fun 17-foot single handed boat. Big enough cockpit and ample storage space to also be a day cruiser.*

*The 5.2 has a self-bailing cockpit that works whether the boat is moving or not, no fill ups when on a mooring.*

*4hp Mariner outboard motor included, along with a trailer!*

*Greg Boggs / 985-788-5623      [rattlesnakeblake@bellsouth.net](mailto:rattlesnakeblake@bellsouth.net)*

