

CLSC “Light & Variable”

July – 2024



- Hired Gun -

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Commodore's Cockpit by Mike Gibson



CLSC Members,

We had a great and competitive Spring Series. Many thanks to all participating boats – skippers and crews.

I would like to recognize and thank Tony for being the race officer and calling all the spring series races except one. Thank you, Tony!!

Don't forget, we have social events going on during our break from racing. I look forward to seeing all members at the pavilion or on the lake sailing.

Fair Winds,
Mike Gibson Commodore

Racing Reflection & Remarks



By Greg Boggs

Summer Doldrums

The summer doldrums seem to be upon us. Or at least it seems like it. I have been to the lake lately and have seen days where we had wind. On other days, it has been dead quiet. I have been pondering that next year we have a fun summer race series. It would be short courses, perhaps just point to point. If we have wind, we race. If we don't, then we party at the pavilion. Looking for some feedback. These races would not be included in the scoring system as the Spring and Fall Series are. Just some fun to get out and play and experiment.

A summer fun series would be a good time to fine tune our light air sailing skills. Light air racing is one of the most difficult and demanding regimens to compete in. I would like to see us conduct a race where we have light air rather than abandon the race because it doesn't suit us. This is where good sailors excel and for inexperienced light-air sailors learn how to make their boats perform in these environs. Sailing in conditions that are not taxing will not improve our skill level. We need to be able to compete in all weather levels. Some boats and crews perform well in moderate wind conditions. Others perform better in heavier air conditions. While others perform well in lighter conditions. What we all need to be able to do is make our boats and crews perform to the best of their abilities in all weather conditions. Wind conditions can and greatly do change around the course. That being the case, we need to practice and compete in all of those conditions.

In the last race of the series on Saturday, we were confronted with light air. Boats were moving; however, they were doing so slowly. The race committee decided to abandon the race. Bettye and I decided (*yes, we were sailing with a crew of two*) to do the race for practice. The course was Course 1 which was to Miller's Rock and back. A total of three miles. The first leg was a close beat with two tacks to make the mark. It took us about 55 minutes to make the first leg. The second leg was still light air; however, it was in oscillating winds on a continuous beat. We had to make a number of tacks to get to the finish. Overall, I believe we completed the course in a little under three hours. It was a great time to practice our light air skills and proved to us that indeed it was doable. Was it a challenge? Yes, especially the second leg of the course. That having been said, we both learned some things to improve our boat's performance the next time we face a light air race.

In conclusion, use the opportunity to improve both your boat and crew performance when the occasion occurs whether it is practice or in a race. I knew that the boat was particular to weight placement both fore and aft as well as angle of heel. We learned that in light air, we needed to alter those positions to make the boat's performance improve. Experimentation using the knotmeter as a gauge told us what we needed to know. I hope that this will encourage you to experiment and test your skills in all weather conditions, not just those that you are comfortable with.

Sailing Programs and Events



by Isaac Moody

“Buddy Boating” for Summer Activities

Thankfully Bettye is reporting on the 4th of July cookout, because I don't remember a lot about it... The next scheduled social event is the Sunset Cruise on July 20th. We will meet at the pavilion at 6:00 pm and decide if we are cruising; or if we just want to drop a anchor, raft up, and enjoy watching the sunset together.

Of course, why wait till then to sail again? I would like to see Cherokee Lake Sailing Club start a tradition of “Buddy Boating” during the summer season. This Saturday at 11:00 a.m., I plan on sailing (or motoring) out to Sunset Cove to do some swimming. Why not buddy boat along with us???



Come out for Summer Activities and Social Events!

EDUCATION AND RULES



Finding the Wind!

Where o' where is the wind coming from? This can be one of the mysteries that needs to be learned to compete in racing sailboats. Which side of the course is favored? Which end of the starting line is favored? Where will I find the best wind? These are all questions among many others that need to be learned. Please note that what I suggest may not always be the winning ticket. The wind is FICKLE!

Let's start with which end of the line is favored for the start. One of the easiest ways to determine which end of the line is favored for the start is to approach the middle of the line and point the bow into the wind. If the line is not 90 degrees to the wind, then there is a favored end. Whichever end of the line that the bow of the boat is angled towards, that is the favored end to start on. This will give you the best tack to start on toward the mark.

Which side of the course is the favored one? Here we are confronted with a number of variables. Which side of the course is best angled towards the mark. Is running the rumblin' the best course? It depends also on where the wind is. All things being equal, the rumblin' is the favored course. Usually, that is not the case. One side of the course will many times see more wind. The question is, can you get there. This is especially important in light air conditions. A rule of thumb is that especially in the morning when the land is heating quicker than the water, getting close to land will usually find better wind. The rising air on the land will suck the cooler air from the water towards the land. Hence an onshore breeze. Alternately so, in the evening the reverse may occur and you will experience an offshore breeze. Also, another rule of thumb is that wind will usually cross land at 90 degrees, meaning that you will either experience a lift or a throw in wind direction.

Lastly, it is important to continually watch for wind on the course. Where is the rougher shade of water? If you are in good air,

you want to look for lighter patches on the water so as not to sail into a hole (*lighter air*). What is the wind doing? Usually, the wind does not stay coming from a continuous direction. We need to watch our compass especially on a beat. If we experience a change in wind direction, do we want to continue on the same tack, or do we want to tack. As a rule, when I experience a wind shift that pushes me further off course (*a throw*), I will sail into it to determine if it will last. Or, is it a case of a lift on the backside of a throw. If it persists and is greater than five degrees of shift in a throw, I will decide to tack unless there is a good reason not to do so.

These are just some of the decisions we need to make from an educated observation of the wind conditions. There are more to consider which I will endeavor to cover in later articles.



Good Luck and Good Sailing!



Telltales - by Bettye Boggs



-Improvements at the Club-

Our recent cookout at the pavilion last weekend was a real success! Thanks to all who contributed to the hamburgers/hot dogs grilled by our resident chef – Isaac Moody. All the sides provided by members were an added hit. The Hogans brought over their pontoon for additional seating and provided everyone with a cooling ride at the end of the day – not to mention those cooling and invigorating “*jello pops!*”

An added feature at the pavilion now is the overhead fan that Mike installed for our summer comfort. Thanks, Mike, for always be on top of our creature comforts. Speaking of comfort, Mike also replaced the seating on our picnic tables and we thank Dawn for “*encouraging*” Mike with her special request!

Our club sign is now at the entrance of the dock since the marina incorporated this signage in their new one at the entrance of the parking area. It looks very nice in this location next to the pavilion where it draws attention to the club, as boaters come in to dock while frequenting Off the Hook.



CLUB PROCEDURES FOR USING THE GIN POLE:

If you are interested in using the gin pole, there is a process that must be followed to use the gin pole.

- First, the pole is for CLSC members only.
- Secondly, you will need to contact both the Marina Manager, Daniel Tarr, AND the club representative for the gin pole, Vice Commodore Chuck Bowers, to start the process of gin pole use. *(Chuck's contact information is in your membership roster.)*
- During the busy summer months, it is recommended that you schedule using the gin pole during the week so as not to tie up the busy ramp use during the busy weekends.
- You will need help – and this is the boat owner's responsibility. Make sure that you have enough people to accommodate the handling of your boat.

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
Shenanigans – Bernie Dail, 865-312-4147
Skye Boat – Luke Osborne, 850-333-0643

Sailors Interested in Crewing:

Ryan Finney, rafincorporated@yahoo.com
Nick Shoemaker, 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)

- 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 – 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

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

