

CLSC “Light & Variable”

March 2024



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Commodore's Cockpit *by Mike Gibson*



CLSC Members,

Spring has arrived and the sailing season is on. CLSC members have been busy this winter. We have launched two boats and pulled one. The GIN-Pole works great and is ready to use, *(with the proper scheduling)*.

I would like to thank Bettye, for all of her hard work on getting the club's paperwork and filings in order. This was not an easy task and Bettye did a great job.

Looking forward to seeing everyone on the race course.

Fair Winds,
Mike Gibson Commodore

Racing Reflections & Remarks



by Greg Boggs

It is the beginning of March and our first race for the Spring Series is just a couple of weeks away. Issac has announced a "Shakedown Sail" for Saturday March 16th. This is a great time to get your boat out and make sure everything is as it should be for the season. It is also a great time to adjust, add or subtract anything needing attention. This is the time to get the crew out and get on track for their duties for the races. You might want to think about cleaning the bottom of your boat either prior to the shakedown cruise or before the first race. As in most cases, not everyone in the crew will be able to make all of the races, so this is the time to get all of them up to speed. I strongly encourage everyone looking to race this series to bring out their boats and tune up. As a reward Issac is hosting hotdogs get together at the pavilion after the tune up.

Now is the time to get your rating from Chuck Bowers and preparing to announce whether your boat is competing in the

Spinnaker or Non-Spinnaker Class. The skipper meeting will be held on the morning of the first race at 0900 (9 am) with the race to start at 1100. We are starting the races earlier than previously in an attempt to see more favorable winds. It will also allow us to get back to the dock after the race for social time at the pavilion.

The time check for the start will commence 15 minutes prior to the start and will be announced every five minutes. The course selected will be announced 10 minutes prior to the start. The official start sequence will be as normal starting at the Warning Signal 5 minutes prior to the start. All boats will start at their TCF (Time Correction Factor) rating time no matter which class they will be competing in.

There has been a good amount of interest in the Non-Spinnaker Class, and I think that this will be a very competitive class. Hopefully, we will see more boats come out to race once they see the competition and fun this class is having. There is no reason why boats with short crews cannot come out and compete in this class.

I am looking forward to seeing everyone at the starting line. This has the potential to be a great season for the club, and I encourage all of our members to come race whether in your boat or as crew. Check the section Boats Needing Crew in the newsletter. Good Luck and have Fun!!

Members:

Please check the Membership Contact List on the last page for any corrections that need to be made. We are updating our current membership list and email list and would like to make sure that we have your correct information.

Sailing Programs and Events



by Isaac Moody

You feeling lucky? Think your boat is good to go for the spring series? If reading those questions makes you turn green, then the Program and Events Committee has the pot of gold at the end of your rainbow!

On March 16th we will have our first ever “Shakedown Sail” event followed by a Saint Patrick’s Day party.

Has your boat been at the dock all winter? Need to knock the rust off before the first race? Afraid your engine won’t start the second time, and you’ll need a tow back to the dock? That’s why we need a group shakedown sail!

We will meet in the pavilion at 11am for a quick skippers meeting, go for a fun sail, then be back at the dock for a hotdog cookout by 2pm. Bring your own beverage to the cookout, but hotdogs and green food coloring will be provided.

Let’s go have a fun day on the lake and hope we get lucky with the wind!

EDUCATION AND RULES



Boat Preparation

Rule #52 of the US Sailing Racing Rules (*MANUAL POWER: A boat's standing rigging, running rigging, spars and movable hull appendages shall be adjusted and operated only by the power provided by the crew*) has been suspended for both Spinnaker and Non-Spinnaker Classes for this racing season. The board voted to suspend this rule as allowed under Rule 86.1(c). This will allow the use of tiller pilots/power steering gear to be used, which will be a boon to short and or single handed crews.

Now is a good time to check your standing rigging. Is the mast plumb side to side. Does the boat have proper mast rake (*fore to aft angle*) in the mast. Is there proper tension in the shrouds. Is the adjustable backstay operational.

To get the mast plumb side to side raise a tape measure to the top of the mast and measure the length of the tape to the upper chainplate side to side. They must be equal. Once the mast is plumb, it must be straight. Sight up the mainsail slot to see if the mast is straight. If not adjust the lower shrouds side to side until the mast is straight. Now we need to get the proper tension on the shrouds. A tension gauge can be used to get equal tension. Now check again to determine if the mast is

straight and is still plumb.

The exact way to determine if the rig is tensioned properly is to take the boat out in about ten knots of wind. Put the boat on one tack upwind and check if the mast is straight. Then check on the other tack. If it is not straight, adjust the shroud(s) on the leeward side $\frac{1}{2}$ the turns needed. Then put the boat on the other tack and adjust $\frac{1}{2}$ the turns needed. Now check again on both tacks. If the mast remains straight on both tacks, the tension should be correct. Obviously, you don't want to tension the shrouds so tight that it puts undue strain on the chainplates. Starting off a little loose and adjusting is far better than starting off too tight.

Now that the mast is plumb side to side, we need to establish rake. Most boats like 3 degrees of mast rake. To calculate 3 degrees of rake, you multiply *P* (*measurement from top of mast to the gooseneck on the mast*) times .0523.

EXAMPLE: $P=27'$ or $324'' \times .0523 = 16.9''$. This is an approximate trigonometry formula. (*Please do not hold me to this. I got it from a sailmaker. Languages were my forte not math*). At this point, we lengthen or shorten the forestay until we get a measurement of 16.9" measured from the back side of the mast at the boom along the boom.

Do this by putting a weight on the main halyard and measuring where it crosses the boom. May sound complicated, but it is not. As I said this is an approximate mast rake. Each boat likes its particular rake. Take the boat out and sail upwind. You want some weather helm (*about five degrees on the tiller from centerline*). If you have too much weather helm, decrease the mast rake. If you have too little rake, increase the rake. This needs to be done when you are sailing in about ten knots of wind. Too much weather helm and the rudder starts putting on the brakes. Too little weather helm and steering

becomes less precise. You just need to experiment with your boat to see what it likes.

I hope this is some help when you set up your rig. See you at the starting line.

Good luck, and safe sailing!



Telltale by Bettye Boggs



Cherokee Lake Sailing Club

“A Look Going Back in Time”

As I was sifting through years of documents for our sailing club, I came across some interesting facts that you may not be aware of regarding our club. Here are some of the highlights that I came across:

- 1976 – Twelve boats entered the first organized race on the lake.
- 1978 – A committee boat was purchased and an Explorer Post was organized.
- 1979 – Sailing classes were held at Walters State Community College.
- 1979 – The first “Light and Variable” newsletter was published.
- 1979 – Membership was at 60 members and open regattas were held.

- 1981 – A Clubhouse was acquired at Black Oak Marina (*in the location of the present day Off the Hook*).
- 1981 – TVA sets out buoys for first permanent racing course on a lake and sailing classes taught at Carson-Newman College.
- 1983 – Ladies room added to clubhouse and deck lighting installed.
- 1985 – CLSC received a plug on the local Channel 10 and a fleet picture was published in the Tribune.
- 1987 – Ten inches of snow on April 4th delays clubhouse cleanup and start of spring series.
- 1988 – Incorporation reinstated with the state due to a clerical oversight.

As I continue to pour through these records, I will pass along tidbits of our club's history as I come across other interesting items. Brian McLernan has also shared some of our rich "days of old" in some of his articles.

Ideally, I would like to be able to scan and upload all of this information to our new club Google account where we can store club documents. Thanks to Chuck Bowers, we now have this location to better preserve our club records. Guess I will need a whole string of rainy day for this to happen. Afterall, warmer weather + sunny days = sailing on the waters of Cherokee Lake!!!.

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
Hired Gun – Greg Boggs, 985-788-5623
Shenanigans – Bernie Dail, 865-312-4147

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 -

S2 6.9 – 1985 with a trailer. Sails include spinnaker. 5 HP outboard. Rent on slip paid until March, 2024. \$6500 (includes paid slip).

OWNER IS NEGOTIABLE AND MOTIVATED TO SELL!

Thomas and Janie Hubbard 204-097-0379 thms_hubbard@yahoo.com

Boston Whaler Harpoon 5.2 / 17-foot day sailer with a 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



When I said throw something heavy overboard,
I meant the anchor, not your sister.

