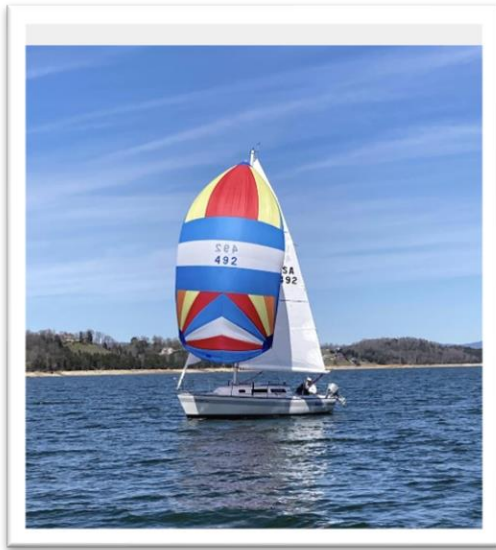


# *CLSC “Light & Variable”*

*May - 2024*



*Sierra Hotel*

## *AT A GLANCE*

- \* Commodore’s Cockpit
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- \* Sailing Programs & Events
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## *Commodore’s Cockpit by Mike Gibson*



CLSC members,

The spring series racing has been great, despite the light winds. The skill sets for the participating skippers and crews have improved

remarkably. Lately, the finish line has seen multiple boats finishing within seconds apart on every race.

The non-spinnaker class has also added new opportunities for our fleet and is a great way to introduce new skippers and crews to racing.

I encourage all members to participate in the club social events and races. We are having a blast! Looking forward to seeing everyone on the lake.

Fair Winds,  
Mike Gibson, Commodore

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## *Racing and Reflection Remarks*



By Greg Boggs

I was sorry to miss Day Race 2; however, graduations for two grandchildren was a command performance which we did not want to miss. I have noticed that the races have become very competitive with boats finishing within seconds of each other. I have also noticed that finishing positions alternate from one race to another, which is a good indicator that the fleet has become much more competitive. I will also admit that finding the wind and predicting where it will come from on Cherokee Lake is a major challenge, and listening to

the weatherman is usually a jinx. My motto is *"Luck over skill anytime."*

Day Race 2 was called as a triangle, Miller's Rock-Dam-Finish. Triangle courses are some of my favorites since many times they give a beat, reach and a run. Not necessarily in that order. I noticed that some who have complained about having triangle courses did very well. Depending upon the wind strength and perhaps wind direction, we can sail a three-leg triangle. (Starting fall series maybe), an Olympic triangle (*triangle-windward-leeward-windward*), or a Goldcup (*triangle-windward-leeward*). With our current early starting times, coupled with decent wind strength, we can vary the courses we have to complement the weather we experience. We even experienced a triangle with the Goat Island course (*albeit a short leg 2*).

The racing fleet is certainly seeing greater and closer competition since many of the boats had their bottoms cleaned along with experience of learning their boats. Each boat is different and will perform differently from other boats. Sail trim, angle of heel, weight placement, mast rake, rudder pressure, sail selection, hardware, electronics, rig tune and others play a great factor in how an individual boat will perform. Time and experience are what are most needed to learn what your boat likes and doesn't like. There are also a number of books and periodicals that will give you tips on where to start and what to look for.

During practice and even on the race course are times to experiment with different things, especially if you are going slow and or low (not point as well). On a beat each boat has a groove that it likes. Some point well going to weather without sacrificing speed. Some won't point as high, but sailing a little lower will foot (*increase speed*) well making up for not pointing as high. You need to know what your boat likes. Otherwise, the boat's performance will suffer.

Off the wind especially, the sails need to breath. Too many times we want to strap them in which induces heel and feels fast, but is really going slow. Watch the telltales on the sails, both jib and main. For those flying a spinnaker the case is the same. Let the sail breath and go fast. Boat trim is also important. Where is the weight on the boat. Most boats hate weight forward with the bow down (*a prescription for going slow*). However, too much weight aft is sometimes slow as well. Look for turbulence coming off the stern. If it is there, try adjusting weight placement slightly forward and see if it changes.

Overall, there is no substitute for time on the water experimenting with the varied adjustments I have mentioned. The tune-up race that Issac initiated was an excellent time to experiment with your boat and see how it performed against the opposition. If it wasn't performing to your expectations, that was the time to start adjusting things (*ONE CHANGE AT A TIME!*) to observe the change in performance either good or bad. It is also a good habit to journal what worked and what didn't. Mark lead positions so you can return to that go fast position, or experiment with different positions to see what difference it makes. If you want to place well, it takes some work and experimentation.

**NOTE: OUR NEXT RACE IS DAY RACE #3 ON SATURDAY, MAY 18<sup>th</sup>**

**WITH A 10:00 A.M. START. COME OUT AND JOIN THE FUN!**

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## Sailing Programs and Events



*by Isaac Moody*

Just as our hangovers are subsiding from the Cinco de Mayo party, it's time to turn our attention to the next thing the Program and Events Committee has scheduled.

The lake temperature is rising, and I think it is time for some raft-ups. The first one on the schedule is Memorial Day weekend May 25-27, but I am hoping to have a daytime raft up before then - weather permitting.

Often times Axios will go to Sunset Cove and drop anchor during the day so we can chill out and let the kids swim. This year we will post on Facebook when we plan on doing it so others can come raft up for the day. Don't forget to bring plenty of fenders and extra lines!

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So Reg. remind me - which part of "The Romance of The Sea" is this?

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## EDUCATION AND RULES



### ***"Accuracy In Race Time Recording"***

***by Chuck Bowers***

What a great start to the race season! It appears that we have more boats starting and more boats finishing and with respectable performance. There are many aspects to racing from how we sail our boats, knowing rules to keep from trading paint and managing start time and recording finish time. I can't stress enough how important it is to accurately record and report "Time of Day" finish. Do you synchronize your watch or note the time offset of your time keeping

device to the time hack of the race committee? Do you need to add or subtract the difference? Maybe you look at your watch and apply no corrections with “close enough” for me.

We have boats finishing within one or two seconds to less than a minute of each other and that makes it extremely important for all competitors to be time synchroniz. During the two days of the Commodore Cup, my watch was 35 seconds ahead of the time check which is a significant difference. I certainly don't want to be doing the mental math to apply the correction not only to my finish time but also to my start time. Still, it has to be taken into account to be fair to myself and to my competitors for an accurate start and finish. Of course, I expect my competition to be operating from the same clock.

I do not have the ability to “sync” my watch, so I have been using a race timer app on my phone. I start the timer with the first gun at the start of the five-minute sequence. The race timer counts down the five minutes and then at the start begins to count up elapsed time. That puts me in sync with the time of start call from the race committee. Race timer is stopped when crossing the finish line and ELAPSED time is noted. The elapsed time from the race timer is added to the race start time and that becomes my “Time of Day” finish time. A stop watch could also be employed to record elapsed time.

Whatever method you use, it is the responsibility of the skipper to report an accurate time of finish. If you send the email that reports your time of finish, for example, of 11:47:17 am and you are out of sync with the race committee by 35 seconds, it is conceivable that the boat behind you could be reporting a time ahead of you

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

*(See Bettye's article for specific information about downloading this app.)*

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### *Telltales - by Bettye Boggs*

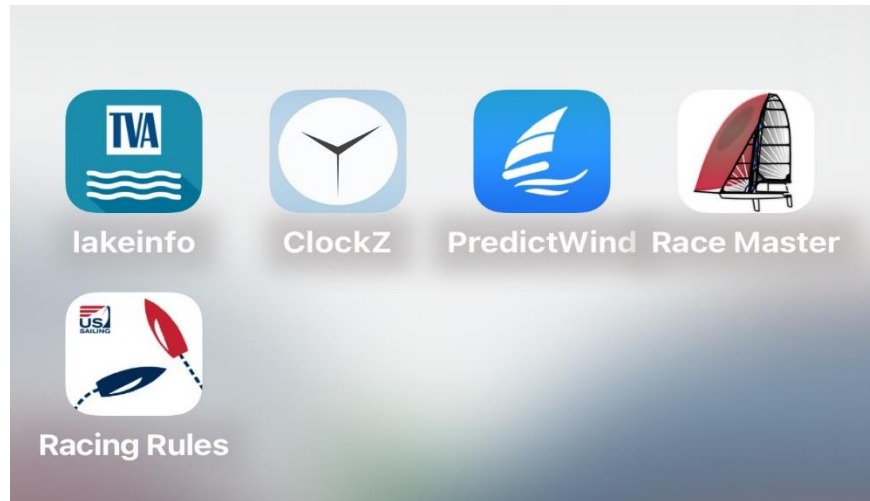


## **Helpful Apps on the Water!!**

Here we are enjoying the wind, the water, and our love for sailing. It could not get any better than that. But then we throw in our racing component as well as safety on the waters, and hence we become faced with technology. Of course, technology has brought us improved sail materials, cuts of sails, and devices in boat design to improve our performance.

On the race course, there are apps which will definitely improve your efficiency in boat performance and your knowledge on the water. An app is simply a software package that allows users to perform specific tasks on a mobile or tablet device. We download these to help with everyday life experiences, so why not consider how these might help your performance on the lake. Let us examine some of these that could aid us in our boat performance.





First, the TVA app – Here you can get current information regarding items such as water release schedules, which can affect your boat speed on certain parts of the lake. It will tell you how many generators are running throughout the 24-hour period. There are hourly elevation levels and average discharge levels. Also included in this app is the local weather. *(As we know, prediction of the weather on the lake is practically impossible – so the more sites you can access, the greater the chance of “guessing” what we will see!)*

Next, the ClockZ app – ClockZ displays accurate current time. It has features such as Timers, Alarms *(your start time)*, and a Stopwatch *(your overall lapsed time of racing)*. It has an extremely large font clock. This is a very basic app.

For weather knowledge, the Predict Wind app – This is a favorite Brian uses and he frequently will post this information for all of us on our Facebook page. Here you have access to a comparison of top ranking world forecast models for reliable weather data. So rather than using one model, you have the advantage of a number of forecast models. It has a high resolution map for wind, gusts, CAPE, wave, rain, cloud, pressure, and air temperature. This information can also be viewed in graph or table format,

which is what Brian uses when he posts data for us. Checking these forecast several days prior to the race will enable you to choose the correct sail inventory for the weather conditions.

Next is the Race Master Sail Timer & Speed – This is my favorite! This app will show countdown minutes/seconds for the start in very large font numbers. Not only does it give you a countdown for the start, but it also begins your elapsed time once you reach your start time. At the end of the race, you take your elapsed time and add it to your start time and that gives you your finished time. Or you can just take the clock time from the app. Greg actually put a holder on Hired Gun and the phone fits in the holder so that he or anyone in the cockpit can see the screen at any time. You can rotate it from portrait to landscape view. Chuck introduced this to me and if we all used this app, there would be no adding or subtracting of time to sync with other devices. In addition to the timing functions, it has a compass and a number of other sailing functions.

Lastly, is Racing Rules app – This app is provided by US Sailing and these are the rules that we follow as stated in our sailing instructions for each series. We are currently under “*The Racing Rules of Sailing for 2021-2024.*” Here they are at your fingertips! Fortunately, we have not experienced any protests in our racing programs since I have been involved. However, if this should occur these are the rules that would govern how the protest would be decided.

Hopefully, you will find these apps helpful to your experiences on the lake. Whether out for a casual sail or participating in our racing program, the more knowledge we have the more we can enjoy whatever endeavor is chosen for the day!



## 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  
*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))

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

*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)

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**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](mailto:rattlesnakeblake@bellsouth.net)

