

CLSC "Light & Variable"

Jan. / Feb. 2025



Two-day Schrader Cup Regatta

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Commodore's Cockpit by Chuck Bowers



Greetings Fellow Sailors,

This is my first submission to the "Light and Variable" as Commodore for the Cherokee Lake Sailing Club and I have to say it somewhat boggles my mind to think that from my first exposure to the Club and becoming a member in 2021, I have risen to the rank Commodore. Before I go on I would like to thank the past Commodore,

Mike Gibson, for his dedication and stewardship of the position. Mike vacates the position of Commodore with the club definitely benefiting from his tenure. He will be a tough act to follow!

When I retired in late 2020 and moved to Tennessee, I had planned on bringing my boat, an O'day 26, with me but was unable due to circumstances. I thought my sailing days were over until I started mingling with CLSC members and subsequently invited to crew for Brian. Fast forward to today, having crewed for Brian McLernan and Greg Boggs, I am racing my own boat that has been in the CLSC fleet for quite sometime, Beets Me (*to be renamed*). I am sailing more now during sailing season than I ever did while living in New England. I am having more fun sailing due to the challenges of lake sailing in addition to the friendships that have formed and the friendly rivalry that adds to the experience. I am not sure whether I found CLSC or it found me, but in any case it has been a great union and one I look to have for many years to come.

I am looking forward to a successful and safe 2025 racing season. I will be late to the party this year due to my boat being on the hard and the bottom work that needs to be done, but you will still find me looking to bum a ride on race days. Don't forget there is more than just racing with the awesome social activities that occur throughout the year. See you on the docks and on the water!

Chuck Bowers
CLSC Commodore

Things Sailors Don't Say!!!!



I can't sail this weekend; I have to mow the grass.
I have stopped drinking this summer and will just sit around and watch everyone else have a cold one.
It is pretty windy today – I think we will stay on the dock.
Don't bother trimming; we are going fast enough already.
This summer we are going to book a trip on a cruise ship.
We have enough beer for everyone!
I traded my sailboat for a bass boat.
PORT!!!!

Racing Reflections and Remarks



by Greg Boggs

PHRF Rating System

During the Annual General Membership Meeting, it was approved that the board be directed to survey changing our current rating system, Ross Thomas, to PHRF and to then make the decision at the February Board Meeting. I understand that there are questions regarding PHRF and why the club would want to move in that direction.

At this point, I am going to explain why I believe changing to PHRF is in the best interest of the club. I am very familiar with PHRF, as I have raced under that system for many years. Over the 50 years that I have been competing, I have raced, been a fleet measurer and ratings committee member for IOR, MORC, PHRF and Ross Thomas. Considering where this club presently is, I believe the move to PHRF is in the best interest of the club and I will explain why:

1. All of the sailing/yacht clubs in our region that I have spoken with use the PHRF system of rating boats to race. It would be in our interest to host invitational regattas, as well as travel to races at other club regattas if we wished. We would all be competing on a known rating system, as well as knowing in advance what rating our/their boats would be.
2. PHRF, while like any rating system, is not perfect. However, it is far less subjective than the Ross Thomas system. Boats would have base-proven ratings acknowledged by the clubs in our region. Boats would be rated to their expected performance level and not subjectively rated on how the

crew performed. Subjective ratings do not encourage skippers and crew to grow and improve their performance. Quite the opposite.

3. Under PHRF, boats are rated on the equipment/sail inventory present. There is a base rating on sails. ie, jibs are allowed up to 155% of JC without getting a penalty. The same ratings are computed for spinnakers, mainsails, spinnaker pole lengths, etc. with a base criteria.
4. Under Ross Thomas there are no adjustments for oversized sails, spinnaker poles, fixed props verses folding props or retractable outboard motors. Under Ross Thomas the scratch boat has a rating of 100. No matter what improvements that boat may have, such as an oversized spinnaker, that boat's rating cannot be penalized for the improvements over the base configuration for that boat. Certainly not a level playing field.
5. Under our current rating system, all ratings are reviewed at the end of each series and adjusted. Under PHRF a rating committee reviews all races and ratings at the end of the sailing season and determines if a boat's performance needs to be reviewed due to the boat's performance ability, but not the level of crew performance. A boat's performance can significantly change from one series to another within the year depending upon a number of factors such as a change in crew, the number of races entered and completed, change in boat condition, etc.
6. PHRF allows for rating changes to be adjusted throughout the sailing season if changes have been made to the boat. Ross Thomas makes no such provision and allows a boat's configuration to be altered anytime during the series.
7. PHRF allows for rating adjustments for such conditions as a boat's bottom has not been hauled and redone in the past 4+ years. Sails that are older than 5 years or more and thus do not perform as well as newer sails is

another adjustment. Maximum jib complement less than 135% of JC and fixed props are adjustments.

8. The PHRF rating committee will come under the Race Committee, and it will be comprised of the Race Committee Chairman, a member of the spinnaker class and a member of the non-spinnaker class.

In summary, I encourage the board to accept the change to PHRF at the February board meeting. I believe that this move will level the playing field and encourage crews to work on improving their performances. We will continue to have both Spinnaker and Non-Spinnaker classes. I would hope that by adopting a rating system that is compliant with other clubs in our region would encourage greater participation in our club races, as well as encourage new members to join our club.

I have spoken with Chuck, Club Commodore, who presently manages our rating program, and he advises that our current Race/Sail program will manage PHRF quite well. Lastly, should the board approve to change to PHRF, I intend to give each skipper a rating form to describe their boat including condition, sail complement and class preference. Once I have the forms back, I will sit with the three-member rating committee to appoint each boat's rating. There will also be an appeal process in place. Once we have all of the boats' ratings, the start times will be adjusted for each of our courses. I strongly encourage all our members to support this change for the betterment of our sailing sport.



Programs and Events

by Jackie Hogan



Show Your Boat Some Love

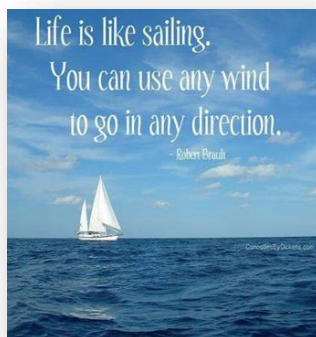
As January slowly releases its icy grip, thoughts are turning to the coming season of bright skies and favorable winds.

The annual **"Show Your Boat Some Love"** Maintenance Day/Swap Meet will tentatively be held in February from 12pm-4pm. at the dock.

Come out and give your vessel some elbow grease and affection! Any unwanted boat items can be brought to the pavilion for the **swap meet**.

We will be planning multiple events for the coming season, including barbecues and tie-ups. Please feel free to reach out with any ideas or suggestions; we appreciate your feedback.

See you on the lake!



Education and Rules



by Greg Boggs

THE RACING RULES OF SAILING FOR 2025-2028



This is Version 1. Subsequent versions may be issued at any time before 31 December 2028 to show additional changes and corrections made by World Sailing.

This change was approved by World Sailing to take effect on 1 January 2025. The text of The Racing Rules of Sailing for 2025-2028 on the World Sailing website will be updated on 1 January 2025 to include these changes and corrections.

CHANGES

Definitions, Obstruction

Change the definition to:

Obstruction

An *obstruction* is

- (a) an object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of

- her hull lengths from it;
- (b) an object that can be safely passed on only one side; or
- (c) an object, area or line that is so designated in a rule.

However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 22 applies, avoid her.

Consequential Change in the Definition Obstruction in Appendix F:

Delete item (d) and change items (b) and (c) to:

- (b) an object that can be safely passed on only one side; or
- (c) an object, area or line that is so designated in a *rule*

Consequential Change in Appendix J, Rule J2.2(15)

Change rule J2.2(15) to:

- (15) description of any object, area or line designated by a *rule* to be an *obstruction* (see the definition *Obstruction*), and any restriction on entering such an area or crossing such a line;

Definitions, Proper Course

Change the definition to:

“Proper Course” - A course a boat would choose in order to *sail the course* as quickly as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

Rule 60.5(c)(4)

Change rule 60.5(c)(4) to:

- (4) she broke a class rule and rule 60.5(d)(1) applies.

Appendix D, Rule D1.2(a)(1)

After ‘*between boats*’ insert ‘*on the other team*’.

Appendix F, Rule F2

Change rule 18.2 to:

18.2 Giving Mark-Room

- (a) When the first of two kiteboards reaches the *zone*,
 - (1) if the kiteboards are *overlapped*, the outside kiteboard at that moment shall give the inside kiteboard *mark-room*.
 - (2) if the kiteboards are not *overlapped*, the kiteboard that has not reached the *zone* shall give *mark-room*

When a kiteboard is required to give *mark-room* by this rule, she shall continue to do so for as long as this rule applies, even if later an *overlap* is broken or a new *overlap* begins.

- (b) Rule 18.2(a) no longer applies if either kiteboard referred to in this rule changes tack.
- (c) If the kiteboard entitled to mark-room leaves the zone, the entitlement to mark-room ceases and rule 18.2(a) is applied again if required based on the relationship of the kiteboards at the time rule 18.2(a) is re-applied.

CORRECTIONS

Definition Party and Appendix M

In item (c) in the definition Party and in M2.3(e) in Appendix M, change '*improper action or omission*' to '*improper action or improper omission*'.

Rule 27.3

Change '....display flag N over H....' to '....display flag N, N over H....'

Rule 32.3

Change '*the race*' to '*a race in progress*'.

Rule 63.1(a)(4)

Change '*the representative shall have been on board*' to '*representatives of boats shall have been on board*'.

Rule 63.3(e)

Change '*protest committee*' to '*protest committee member*'.

Rules 69.2(j) and 69.2(k)

In rule 69.2(j) and in rule 69.2(k), change '*specific*' to '*major*' and '*Regulations*' to '*Code of Ethics*'.

Part 7 – Header on all pages of Part 7 except the first page

Change 'RACE ORGANIZATION' to 'EVENT ORGANIZATION'.

Appendix B, Rule B5

In rule 60.4, change 'rule 60.4(a)' to 'rule 60.4(a)(2)'.

Appendix C Preamble and Online Rules Documents

Change '*Blind Competitors*' to '*Visually Impaired Sailors*'.

Appendix E Preamble and Online Rules Documents

In the Appendix E preamble, change '*A Test Rule for Umpired Radio Sailing*' to '*Development Rules for Umpired Radio Sailing*'. In Online Rules Documents, change '*Test Rule for Umpired Radio Sailing*' to '*Development Rules for Umpired Radio Sailing*'.

Appendix F, Rule F5

Make two changes:

At the end of rule 60.2(a)(1), insert '*at the first reasonable opportunity*'.

At the beginning of rule 60.5(e), change '*if a kiteboard*' to '*If the protest committee decides that a kiteboard*'.

Appendix S, Sailing Instruction 12, Time Limits

In '*Race Time Limit*' and '*Finishing Window*', delete ','.



Telltales by Bettye Boggs



Welcome New Board Members:

Chuck Bowers, Commodore
Isaac Moody, Vice Commodore
Bettye Boggs, Secretary/Treasurer
Mike Gibson, Past Commodore

Board Members at Large:

Greg Boggs
Doug Collins
Jackie Hogan

Mike Masengill
Bob Rhea

Committee Positions: Jackie Hogan, Programs/Events; Greg Boggs, Education and Rules and also Race Committee; Bob Rhea, Fleet Captain.

Special thanks to **Mike Gibson** for his leadership and for all the improvements that he brought to the club while serving as Commodore. We also thank **Brian McLernan** for serving as Past Commodore for all the years following his serving as Commodore.

Racing Opportunities



Boats Looking for Crew:

Beets Me – Chuck Bowers, 860-961-4560
Catalina 22 – Carey Hickey, 865-385-3709
Hired Gun – Greg Boggs, 985-788-5623
Lucy – Bernie Dail, 865-312-4147

*(If you are looking for crew for the coming racing season,
or if you would like to crew to someone's boat,
please let us know and we will post
your requested information.)*

- BOATS FOR SALE -

J24 Sailboat - "Cat's Pajamas" - Well Equipped \$4200

Contact Brian McLernan @ 645-214-1305 / brian@saildandridge.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 rattlesnakeblake@bellsouth.net

PLEASE NOTE THE THE BOGGS' SUNTRACKER WHICH IS CURRENTLY ON THE HOUSEBOAT DOCK, IS NOW "FOR SALE."

IF YOU HAVE ANY QUESTIONS, PLEASE GIVE GREG A CALL AT 985-788-5623.

