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| **Sailing & Racing articles** | *Attached are articles published by Cherokee Lake Sailing Club members that have appeared in our monthly newsletter, “The Light and Variable.” We have compiled these to provide an easy to use list with a table of contents.* |

**Table of Contents**

### **Asymmetrical Spinnakers …………………………………………….. 1**

### **Boat Preparation for Winter …………………………………………… 4**

### **Boat Preparation for Coming Racing Season…………………….. 5**

### **Bottom Boat Attention ………………………………………………….. 6**

### **Commodore Cup History ………………………………………………. 7**

### **Favored End of the Starting Line ……………………………………… 9**

**Favored Side of the Course …………………………………………….. 11**

**Finding the Wind …………………………………………………………… 12**

**General Boat Preparaton ………………………………………………… 13**

**Helpful Aps on the Water ………………………………………………… 16**

**Light Air Sailing Strategies ……………………………………………….. 18**

**Race Rule – Article 52 ……………………………………………………… 20**

**Racing Rules of Sailing 2025-2028 ……………………………………. 21**

**Spring is Around the Corner …………………………………………….. 21**

**Trim Tactics as the Wind Freshens ……………………………………. 24**

**VISUALS FOR EXPLATION OF MATERIAL ……..……………………… 26**

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*ASYMMETRICAL SPINNAKERS*

*By Greg Boggs*

Previously, we covered Symmetrical/Spherical Spinnakers. I suggest that you may want to review that article as some of the procedures are the same. Packing the Asymmetrical (Asym) Spinnaker the same as the Spherical. You can set it up for launch either from the companionway or from the rail with the bag attached to the lifeline. The asymmetrical spinnaker is different from the spherical spinnaker in that there are two sheets attached to the *clew (one will initially be a lazy sheet)*

Once you have decided which side you want to launch from, with the bag attached to the lifeline, you need to attach the sheets *(trims)*, guy and the halyard to the spinnaker. Just like the spherical spinnaker the asymmetrical spinnaker pole is attached to the guy. The difference is that the asym spinnaker pole is attached to the deck and is extended prior to the launch.

The spinnaker is set to launch and the pole is extended. Once you have rounded the weather mark, it is time to launch the spinnaker. A major difference between a spherical spinnaker and an asymmetrical is the angle of attack to the wind. A spherical spinnaker can be flown dead downwind; however, an asym should not. The asym is designed to fly more on a reach while gybbing downwind. Crew pulls on the guy until it reaches the end of the pole at which time the halyard is raised to the top. The spinnaker should fill and the trimmer adjusts the sheet to allow for proper trim. The helmsman needs to sail on a reach allowing the spinnaker to fly well.

The trimmer should let out the sheet enough for the sail to breath. An asym spinnaker needs to be let out more than a spherical to “breath”. Usually with a curl in the luff between a third to half from the head. Experience with the individual spinnaker and boat will reveal what it likes most to reach maximum efficiency. Just as with the spherical spinnaker, the trimmer will need to constantly trim it in and out depending on the wind direction and strength as well as the course being sailed. While the boat flying an asymmetrical spinnaker will usually travel over more ground than a boat flying a spherical spinnaker, it will usually travel faster making up for the extra ground covered if not more. For many sailors, the asym spinnaker is the preferred sail to use downwind – for others the spherical spinnaker is what suits them. It is an individual choice.

As I had mentioned before when using an asym, the boat will need to gybe going down wind unless it is close to a beam reach for the entire leg. There are two methods of gybbing the spinnaker. The outside gybe is when the lazy sheet is led infront of the forestay and as the boat is gybbing the trimmer lets the sheet go forward enough so that the clew will pass outside of the luff. This is accomplished by another crewman taking hold of the lazy sheet and pulling the spinnaker around in front of the spinnaker luff. This is done by the crewman stationed at the current windward shroud or at the bow pulling it around. Remember, it is slow with weight on the bow *(however, it is a more sure way of getting it around)*. Once the crewman has taken hold of the lazy sheet the trimmer releases the sheet and takes hold of the new *(lazy)* sheet and trims the spinnaker once it has come around. The other method is the inside gybe where the lazy sheet is set up to go between the forestay and the luff of the spinnaker where the spinnaker is gybed between the luff and the forestay *(this is not my preferred method and is frought with perils).*

When sailing on close or beam reach, you want the tack of the spinnaker all the way to the pole end. However, when trying to drive closer to downwind it helps to ease the guy from the pole end perhaps a foot to two feet, and ease the halyard a foot or two. This allows the spinnaker to breath better when easing off the wind. Remember, the asymmetrical spinnaker is a reaching sail and performs best when reaching downwind.

When you are ready to douse the spinnaker, the best method is to take it in aft *(behind)* the leeward shroud. Release the halyard and rapidly take the sail onto the deck and down the companionway. Once the sail is doused, release the guy pulling the whole sail down below. Obviously, this is easiest done if the jib has been raised, especially in heavier air.

As I mentioned before, it is the skipper’s choice to sail with a spherical or asymmetrical spinnaker. Each have their plusses and minuses. I have sailed both and found them to be different yet effective. The asymmetrical spinnaker is probably easier to gybe; however, I find the spherical spinnaker to be more versatile. I am sure others will disagree with me on this, and that is fine. We all will use what best works for us. I tend to be a more traditionalist and like the spherical spinnaker, others swear by the asymmetrical. Ultimately, it is your choice.

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**Boat Prep for Winter**

***by Greg Boggs***

As of this publishing time, we have one more race to finish before the end of the Fall Series. The easy thing to do is to park it and leave it to the spring to accomplish what needs to be done then. In my opinion, that would be a mistake. Leaving it until before the next Spring Series is a prescription for failure. Start getting it ready now.

Obviously, the first thing to consider is ***whether or not to pull the boat***. If the bottom paint is still good, perhaps you only want to pull it up on the ramp and check everything below water. Now would be a good time to pressure wash the hull for the winter *(algae growth is much less in the winter cold water)*. Much easier to do a quick brush before the first Spring Series race. If you have ***a knot meter***, now would be a good time to check and clean it. Also a good time to check ***rudder connections*** and look for any damage or dings.

If you want to pull your boat for the winter and do a ***bottom paint,*** now would be the time. Most bottom paint manufacturers stipulate to paint when temperatures are above 50 degrees. You will want to watch the weather and wait for a day with good temps. While you are waiting, you can do all the prep work. If there is a long period between the prep work and painting all you have to do is a light pressure wash and wait for it to completely dry before painting.

During the winter is an excellent time to ***go over all of the rigging*** *(standing and running***), blocks, winches, cars, etc.** Lubricate winches and anything else that needs lubing. Check for leaks and seal them. Check for anything that might be loose or things that might snag sails when tacking***. Check sails for tears or chaffing*** and repair them. Also, a good time to order new sails since the lead time to get them may be months.

If you pay attention to your boat’s needs during the winter, getting ready for the first race of the Spring Series will be a breeze. The new US Sailing Rules will be out this winter and it will be a good time to get a copy and get up to speed on those new rules. I hope this will help you get your boat ready for the next season and hit the lake with a smile.

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

***By Greg Boggs***

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 the 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.

**Boat Bottom Attention**

**By Greg Boggs**

**A good bottom pays major dividends when on the race course. Doing a good bottom job is a labor of love *(or hate).* It starts with a pressure wash then sanding of the bottom paint with a 80-grit wet and dry paper, *(It should be noted that if you are applying a different paint than what was on the bottom and it is not complimentary to the old paint, you will need to remove all of the old paint.)***

**Now is a good time to fair in any rough spots and repair any blisters on the hull. It is also a good time to inspect the hull for any damage, dings to the keel and rudder. Also, through-hull openings and in the case of inboard engines check the shaft, prop and zinc anode. You probably want to check the rudder fittings as well. Now comes the time to paint.**

**Do you want to apply a barrier coat before applying the anti-fouling paint? You now need to decide what type of paint to apply. If you are racing, you want a good, hard paint with anti-fouling properties. If cruising, an ablative anti-fouling paint will suffice.**

**You will need to decide whether to roll on the paint or spray on the paint. Usually, you want to apply two coats of paint on the hull, unless the old paint is in good condition and a year or less old *(then one coat may be fine).* If you are cruising, now you are done. Put it back in the water *(some paints need to be immersed soon after drying).***

**Now if you are racing the boat, you have more work to do. A good bottom should be prepped by light sanding with a 600-grit wet and dry paper *(1000 grit if you really are obsessive)* until the bottom is smooth. I like to finish up with a light final pass with a Scotchbrite pad. To maintain a good racing bottom, I like to do a bottom job once a year; however, depending on the paint and number of coats two years is possible. OK, put that boat back in the water and enjoy!**

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***CLSC Commodore's Cup***

***By Brian McLernan***

*The oldest and most contested of CLSCs trophies, the Commodore's Cup Regatta has been sailed in the spring, every year since 1980, with the exception of 2010. The event and the trophy presented to each winner encompass the full forty-six year history of our club.*

*Shortly after club founder Charles Harris Armstrong, Jr and the original founding members started the club in September of 1977, the Board of Directors decided that a Cherokee Lake Open Championship Regatta would be a great way to build membership and celebrate the sailing conditions near Black Oak Marina. The plan developed through 1978 and in early 1979, Charter Member, Vic Kaminsky, was commissioned to create a pedestal for the ornate silver ice bucket. The plan was for the plaques, on the front of the pedestal to be engraved with the name of each year's champion. The trophy would then be hung on the wall of the clubhouse trailer until the next year. When the trophy was delivered, the Board decided to add the dedication plaque to honor 1st Commodore Armstrong.*

*Charles Harris Armstrong  CLSC Club Founder*

*The first few Commodore's Cup Regattas were conducted in Thistles, the most popular one design class in Tennessee at that time. The only burr under the saddle blanket, as far as CLSC members were concerned, was that the first five Cherokee Lake Championships were won by non-CLSC members.*

*Beginning in 1986, eligibility for the Cup was restricted to CLSC members and the Cup became emblematic of the Club Championship. From the mid '80s until 1988 the club accepted multiple classes, under the Portsmouth Rule because the club was moving from thistles toward keel boats. The Cup was awarded to the lowest score regardless of class. No one was happy with this system and beginning in 1989, the Ross/Thomas Handicap Rule was adopted and classes were consolidated. Though the regatta was held every year, the plaques were not upgraded and winners were not presented with the Cup.*

*In 2007, the marina was sold and the land our clubhouse sat on became the site of the present day restaurant. The Commodore's Cup went into storage, in Vic Kaminsky's garage, where it spent the next nine and one-half years.*

*Brian McLernan competed in and won his first Commodore's Cup in 2014. At the post-race ceremony, Commodore Bill Moorefield explained that although there was a traditional Commodore's Cup Regatta, there was no Commodore's Cup. Brian and several other members argued that if you're conducting a Cup regatta, there should be a Cup!*

*Commodore Moorefield, who does not believe in the presentation of sailing awards, presented Brian, who had won both the Commodore's and Schrader Cups, with a pottery cup, labeled “The Cup”, at the 2014 Christmas party. Making light of our two major regattas galvanized skipper support for presenting actual awards for podium finishers and in late 2015, the Board authorized the presentation of CLSC windbreakers to Podium finishers in the Commodore's Cup and the establishment of Perpetual Trophies for the Commodore's Cup and Schrader Cup regattas.*

*  *

*Vic Kaminsky remembered that the Original Commodore's Cup was in his garage. He gave it to the Board at the February, 2016, meeting. All the missing names were engraved on the pedestal and the Commodore's Cup Trophy has been presented at the end of each regatta since 2016. All CC winners who had been missed during the garage years, were honored by being presented with and photographed with the trophy. Those pictures have been added to the club archive.*

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## Favored End of the Starting Line

*By Chuck Bowers*

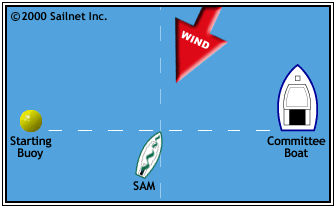
It’s race day! As you head out to the line with crew on board and the cooler full, what are you thinking about? Have you started thinking about the start and ***where to cross the line***, or are you just going to play follow the leader?

Races can be won and lost at the start, and as we have seen within our club there have been photo finishes where a mere second separates first and second place. Of course, there is a lot of sailing to be done between the start and finish, but getting a good start puts you in the best possible position for being a contender at the finish. So it was mentioned, are you going to follow the leader or have a strategy in place to get across the line? Do you know about the ***“favored end’?***

In a nutshell, the favored end is the ***end of the starting line that is farther upwind for an upwind start or farther downwind for a downwind start***. Why is this important? Starting on the favored end will set the racer up to sail a shorter distance to the mark. In our pursuit races, the first boat across may very well have started on the favored end, but will it still be the favored end 5, 10, 20 or even 40 plus minutes after the start? Wind direction can change, and often does within the interval of our starts which can change the favored end.

OK, so now we are thinking about the favored end. How do we determine the favored end? There are several methods but to keep it simple only a couple of methods will be described.

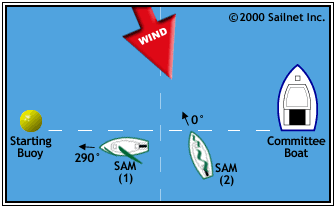
**Method 1** is probably the simplest and requires no mental math gymnastics. Approach the line midway and perpendicular then turn head to wind. The bow will point to the favored end. Easy!



**Method 11**

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**Method 2** is to sail parallel to the line and note the compass course. Turn head to wind and note the compass heading. Here is where the mental math comes into play but not hard. If the head to wind heading is less than 90 degrees from the course sailed down the line, the favored end would be toward the pin in the direction sailed down the line. If greater than 90 degrees, it obviously would be the opposite end from direction sailed. This is the precise method.



**Method 2**

As with most things, this strategy is not cast in concrete. There may be considerations for starting at the non-favored end. Congestion at the start might suggest choosing the non-favored end to stay in clear air, geography and local conditions could strongly influence starting end. For Cherokee Lake, checking times the generators are on line is worthy of consideration. With that knowledge, the non-favored end may be the furthest away from the effects current.

Get the **TVA app** for your phone via the App Store for iOS or Google Play for android. Look for Cherokee Lake and the times for water release will be posted.

***With all of that, however you start enjoy the ride!***

Now the caveat……I am not a greatly experienced racer and the intent of this article is to get the skippers, me included when I get my sails, thinking about how to improve our sailing ability and promote discussion so that we all become better sailors. Constructive comments welcome.

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## Favored Side of the Race Course

*By Chuck Bowers*

Now that we have started on the favored end of the starting line, where do we go from there? Sailing to the mark, there is a favored side of the course but to us lake sailors it can be elusive.

I had planned on writing about my observations sailing Cherokee Lake but happened to come across an article that by no means could I capture all of the nuances finding the favored side with my limited experience.

So, taking the cowards way out, I choose not to reinvent the wheel. I did not have time to seek permission to reprint; therefore I will direct you to the following link.

**Favored Side of the Course: Make Better Decisions**

[***https://sailzing.com/favored-side-of-the-course-make-better-decisions/***](https://sailzing.com/favored-side-of-the-course-make-better-decisions/)

**Enjoy the read and surf** [**https://sailzing.com/**](about:blank) **website for other great tips.**

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***Finding the Wind!***

***By Greg Boggs***

***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 rumbline the best course? It depends also on where the wind is. All things being equal, the rumbline 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.***

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General Boat Preparation

*By Greg Boggs*

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 ½ the turns needed. Then put the boat on the other tack and adjust ½ 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”x .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.

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

***by Bettye Boggs***

**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.**

A blurry image of a person's face

Description automatically generated

**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 elaspsed 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!**

***Light Air Sailing Strategies***

***by Greg Boggs***

As of this writing, over the weekend the club raced ***two races, both in light air.*** One being abandoned mid race and the other completed. Having spoken to several sailors, I thought I might give my perspective on racing in light air. Please note, that we have a number of experienced sailors in our club and these are just my thoughts on the issue.

Light air sailing is probably ***one of the most difficult*** arenas to compete in. Mastering it is a major achievement in seamanship, as it takes great concentration dealing with frustration, boredom, learning to try to read the wind. Another achievement is knowing how to adjust the sails to deal with the never ending changing conditions. I personally find it much more difficult to deal with light air as opposed to heavy air.

To begin, at the start I try to ***read what wind there is*** and where it is coming from. What tack I should take to get me where I want to go, along with which end of the line I think might be favored. Another member is going to touch on starts in this newsletter, so I will not cover this area any further.

I have found that on many occasions wind can be found near the beach since the land warms up faster than the water thus creating an effect where the air rises over the land drawing the cooler water air onto the land resulting in an onshore breeze during the day. Later in the evening we often see the reverse resulting in an offshore breeze. Many times this is not apparent since there may not be ripples on the water close to the beach due to a skipping effect when the air crosses the land. This is always a gamble when breaking from the competition who are sailing the rumbline. Sometimes it just sucks to be you when this doesn’t pan out like it should. Welcome to sailboat racing! You and your crew need to be constantly looking for wind as you progress down the course.

When I am ***driving***, I rarely look back at the fleet or where they are on the course unless there is a tactical or strategic reason for doing so. I will ask the crew to inform me of what is going on with the rest of the fleet. The helmsman must concentrate on making the boat go to its optimum ability. That includes looking at the sails to determine what is going on there and recommend to the crew any changes that might positively affect performance.

The ***sail trimmer*** needs to concentrate on the sails giving feedback to the helmsman. In light air letting the sail “breath” is very important. On a beat, how close to the spreader should the jib be trimmed. As the air lightens, the sheet should be eased a little and as it strengthens the sheet needs to be taken in a little. Each boat has its own unique characteristics, and the crew needs to learn what those are. The mainsail needs to be trimmed so that it is getting the best flow across it. Draft in the sails is also important. The sails need to be providing power but not creating too much friction which will slow the boat. A deep draft sail will provide power but will also create friction across its surface and will not point as high. A flat draft sail will reduce friction, allow the boat to point higher; however, it may slow the boat down. Light air in many cases will produce a vary narrow groove when driving the boat to its best potential, requiring the driver to fully concentrate on driving to the telltales.

***Off the wind*** on a reach *(going dead downwind in light air is a killer),* the trimmer must constantly be trimming the sails as many times the wind is oscillating continually. The boat is usually moving slower through the water than when on a beat in light air and is greatly compromised by wakes generated by passing powerboats. This can be one of the most frustrating situations to deal with and requires even greater concentration by the driver and crew.

In the area of ***sails and equipment***, these are areas to be addressed. A light air drifter sail is incredibly valuable. It will respond to light air puffs of wind when a heavier sail will not. A drifter sail is usually good to about four knots of wind. After that shift to the number one sail. A drifter will usually be higher clewed and require a different lead position as opposed to the other sails. Light air sheets both for jib and spinnaker make a big difference as they tend to let the sail breath and not drag the clew down. Metal shackles should be avoided because of weight. Either tie the sheet(s) to the sail or use soft shackles. Brummel hooks are also a consideration.

In conclusion, racing on Cherokee Lake many times requires sailing in light air. It is a test of seamanship for both the helmsman and the crew. How we respond to it will dictate how our boat places in the fleet. I can guarantee you that allowing frustration with light wind conditions to influence you will not produce the desired outcome. Learn your boat and what it likes in the varying conditions; it will produce the desired results and a positive outcome.

I am a competitive shooter and I learned long ago not to worry about what the competition was scoring, but to compete against myself. I try to do the same sailboat racing. I try competing with myself to make the boat sail to its greatest potential. Sometimes I may finish well and sometimes I may not. But, if the crew and I did our best to make the boat sail to its potential, we accomplished what we set out to do.

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Race Rule -Article 52

*By Greg Boggs*

There is an official change in the race rules for the Cherokee Lake Sailing Club starting with the 2024 Spring Series. I covered several in my February Race Committee Report article. In this article, I wanted to explain the Board decision to suspend US Sailing Rules Article 52.

Article 52 states: *Manual Power - A boat’s standing rigging, running rigging, spars, and movable appendages shall be adjusted and operated only by the power provided by the crew.*

The ORC and many clubs have suspended this rule or chosen just ignored it noting many boats are equipped with one or more of these modalities, especially newer boats coming from the factories. In these times of limited crew availability, these accessories enable short-handed crews to compete on the race course.

Our club noted that many of our competing boats are very short crewed *(some sailing single handed)* and/or they are crewed by older sailors. Allowing tiller pilots and mechanical devices to raise and lower heavy centerboards/daggerboards, hydraulic backstays, power assisted winches, etc will not provide a competitive advantage under our rating rules. No more so than boats that use over-sized spinnakers and jibs with no penalty. Our rating system adjusts ratings at the end of each series by evaluating boats and crews due to their performance.

Perhaps allowing the suspension of Article 52 will encourage boats that are not racing due to lack of crew or age and infirmities to come out and compete with the fleet. If nothing else it will allow those boats that are now competing to race unencumbered due to the above restrictions.

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*Racing Rules of Sailing 2025-2028 - COMING SOON!*

*By Greg Boggs*

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*The* ***Racing Rules of Sailing*** *are revised by World Sailing every four years. The new version of the rules will take effect on January 1, 2025, and will remain in effect until December 31, 2028.*

*US Sailing adds “US Prescriptions” to the racing rules – these are rules that apply only in the United States.*

*US Sailing will release the mobile app version of The Racing Rules of Sailing for 2025-2028, Including US Sailing Prescriptions in December, as soon as World Sailing publishes the final version of the rules and its Changes and Corrections document. This version will again be available at no charge to all US Sailing members. We expect the printed rulebook, in both paper and waterproof formats, to be ready for distribution by US Sail in February.*

*I strongly recommend your joining US Sailing where you will have all of this information at your fingertips.*

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**SPRING IS JUST AROUND THE CORNER**

**By Greg Boggs**

Sitting in my cabin at the foot of the Smokies in a chilly 22 degrees, it is hard to imagine but spring is just around the corner. It will not be long until we will all be heading to the dock for sunny sailing experiences on our boats. Here are some **things we can do now to prepare for the long-awaited days of being back on the water.**

* **Condition of the Bottom of the Boat**

With a good bottom paint, all you may have to do is a good scrub on it. Even with good bottom paint, algae will accumulate. The best way is to get someone to go under the boat and give the bottom a good scrubbing (The marina may be offering this service soon). There are several decent brushing systems out there that will do a credible job. Another option is to pull the boat and pressure wash the bottom. If, however, the bottom paint needs to be re-done, the boat needs to be pulled and a fresh coat of bottom paint applied. Obviously, a good hard racing paint should be considered. After applying the paint, it is a good idea to wet sand the bottom with 600 grit wet/dry sand paper to get a burnished surface.

* **Boat Rigging**

The next thing to look at would be the rigging. Is the mast plumb athwartship *(side to side)* and the correct rake for the boat. Is the rig tension correct. There are several ways to check if the rig tension. A tension gauge is a good start. Some will use a halyard and heel the boat 20 degrees to see if the mast stays plumb, and if not re-tune it at the dock. My favorite is to get the best tune possible at the dock then take the boat out in about ten knots of wind and sailing on both tacks to see if the mast stays plumb. If not, retune it on the water. Remember, tighten the leeward shrouds only on each tack until the mast stays straight on both tacks.

* **Running Rigging**

If I see any lines that show signs of wear or chafe, I usually replace them. The last thing you need is for a halyard or sheet to fail during a race or when you are out for an enjoyable afternoon cruise.

* **Blocks, Tackle, Winches**

This is also a good time to check blocks and tackle for wear or damage. Consider greasing winches making sure they function correctly. Do I have all winch handles. How about extra snatch blocks. Spare lines. What is the condition of all my shackles. Is your battery charged. Do your instruments function properly. A biggie, does the auxiliary engine start and run well. What about the fuel for that engine. Do you need to replace it with fresh fuel.

* **Sails**

It is time (probably past time) to check those sails. Any tears that need to be repaired. Lubricate the hanks if they have them. Lube the mainsail track. If we have a headfoil, do we need to check its condition and lubricate the track. What about the condition of the sails. Probably want to take the boat for a sail and see if the sail shapes are what they should be. I f not, do we want to order new sails. Did we think back about another sail that we did not have in inventory but would have come in handy under certain conditions.

*(Think Cherokee Lake - drifter sail.)*

* **Confirmation of Crew**

Lastly, and most importantly, is the crew confirmed for the season. If they are, now is the time to get out on the lake and do some practice. We all get rusty over the winter and we want to be sure those spinnaker sets and takedowns go flawlessly. *(Good luck with that!)*

* **Refresh the Rules Book**

Now is the time to break out the rules book *(a current one)* and go over the rules.

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### *TRIM TACTICS AS THE WIND FRESHENS*

*By Greg Boggs*

The Schrader Cup series is now in the books, and we have only three more races to go. Fall is upon us and we are hopefully looking at more wind for the rest of the races. That being the case, let’s take a look at ***medium to heavy weather racing.***

As the wind increases, we need to make adjustments to sail trim and boat trim. Let’s start off with boat trim. In light air, we want to see a little bit of ***heel on our boats.*** On my Lindenberg, it likes to see about ten degrees of heel. As the wind increases, we are going to see more heel; and it depends on the boat just how much of heel it likes/tolerates. Ten degrees of heel in moderate air is still a good place to be. That being the case, we need to start adjusting crew positions. Depending on the strength of the wind, we may just need crew to move to the windward side of the deck. As the wind increases, the crew will have to start hiking out over the rail *(body inside the lifelines with the legs hanging over the side).* How aggressive we need to be regarding the crew hiking out depends on the amount of heel the boat is experiencing and how much heel we want to achieve. Weight fore and aft depends greatly upon the design of the boat. In all cases, we do not want weight forward. In the case of my Lindenberg, it likes weight aft with the bow out of the water or just kissing it. Experimenting heel and fore/aft weight placement is a must to find just what your boat likes. Each boat has its own attitude that performs the best.

OK, let’s discuss ***rig trim***. As the wind builds, there are several adjustments to the rig that we want to do. As a rule *(especially boats with swept back spreaders)* we really don’t need much backstay tension. However, as the wind increases, we want more backstay tension to bend the mast to flatten the mainsail. On masthead rigs, tensioning the backstay will also tighten the forestay reducing sag in the luff of the jib. On fractional rigs tightening the backstay will also increase mast bend; however, it will also tend to induce sag in the forestay. In the case of the fractional rig, tightening the lower shrouds or using running backstays will forestall sag in the forestay. The mainsail will still flatten with the upper part of the mast slightly falling off to leeward thus taking pressure off the mainsail.

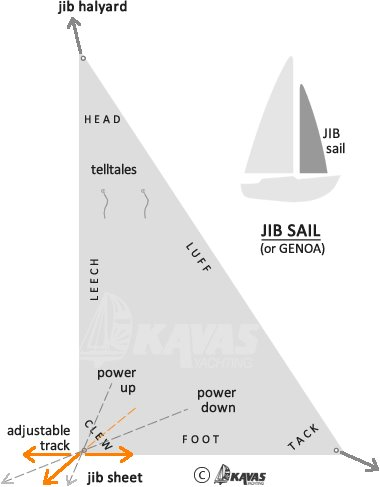
Now we get to ***sail trim.*** As the wind freshens, we will be dealing with increased pressure on the sail complement. With increased pressure, lowering the mainsail down the traveler will spill some of the wind, especially in puffs, decreasing heel. Putting tension on the Cunningham will pull the draft in the mainsail forward to where it needs to be *(preferably at about 50%).* Increasing outhaul will flatten the lower part of the mainsail also decreasing pressure. A good indicator of good mainsail trim is the telltales on the leach of the mainsail flowing with the top telltale lifting periodically. And in the case of a major puff dumping the traveler completely and possibly easing the mainsheet as well to prevent a broach. I have found that easing the traveler is much faster to ease pressure as well as bringing the mainsail back in as opposed to releasing the mainsail sheet first. As the wind increases, further decisions need to be made. In masthead rigs probably the next decision would be to take in a reef *(either a flattening reef or a full reef).* On fractional rigs, the option many times is to go to a smaller jib as the mainsail is the primary driving force. As the wind continues to build, the decisions will be reefing and shortening sail area. As we move onto a reach or a run, we will want to consider using the vang. This will help maintain proper shape in the leach of the mainsail. At times in big puffs, easing off the vang will dump some of the air out of the mainsail; however, be judicious in doing so as too much can result in a sail out of control.

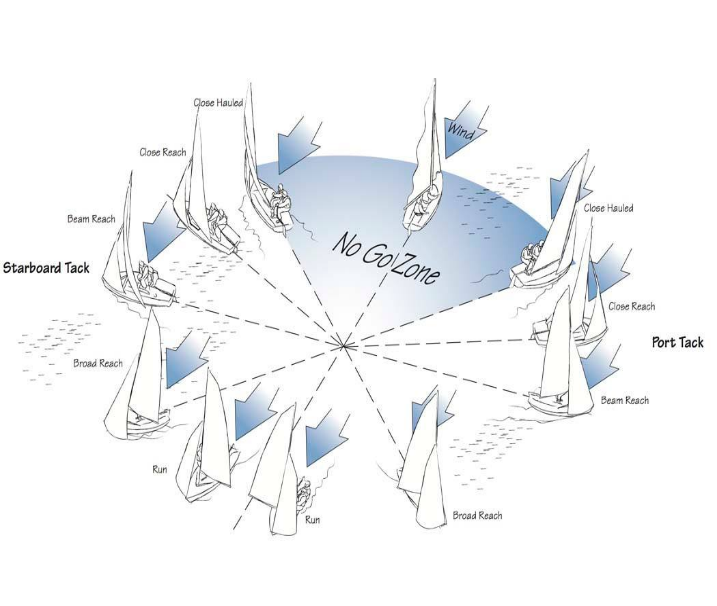
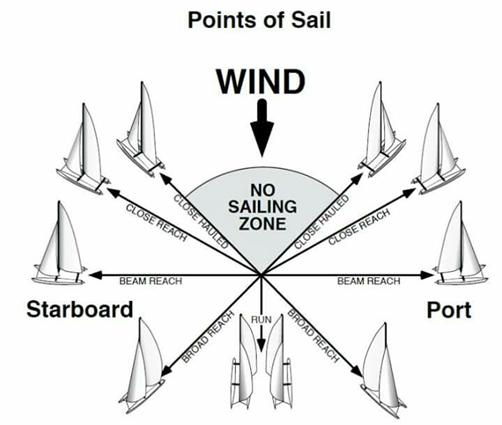
***Jib sail trim*** is another area needing attention. Usually, a #1 genoa *(155%)* is good to about 12-15 knots of wind depending upon the boat. As the wind freshens, draft in the sail moves aft. We need to bring it back to about 30%-40%. Either more jib halyard tension or jib Cunningham will accomplish it. Tightening the forestay *(discussed earlier)* will decrease sag thus flattening the sail. At this point, we may want to adjust sheet lead allowing the leach to open up. This will lessen backwind on the main and will depower the jib. It will also open the groove going to weather. At some point, the wind may exceed the wind range of the jib, and we will need to consider going to a smaller jib. Tactics come into play here. If we are nearing the mark, we may try to flag the mainsail enough to make it to the mark. If not, then we will need to make a headsail change. It is great if we have a double slotted foil, but if not then we need to make the change as smoothly and quickly as possible as we will be going bareheaded while doing so. In either case, practice is the name of the game. Remember, smooth is fast and fast is smooth.

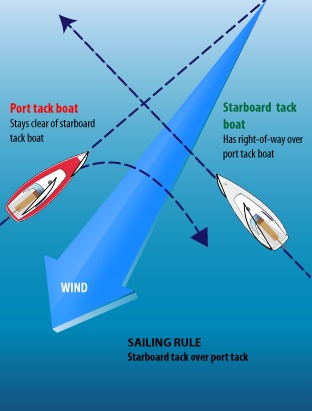
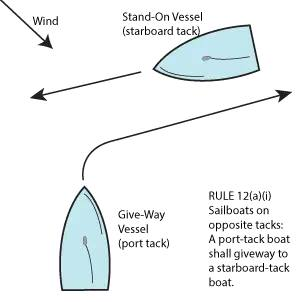
A last observation. Most sailboats respond best if the ***tiller*** doesn’t exceed 5 degrees to weather. More than this intends to induce drag. When we start to experience more than 5 degrees of rudder while trying to maintain course, it is telling us that we need to do something to reduce pressure on the rig and reduce heel.

I have tried to cover some of the actions necessary to sailing in freshening wind. There are other considerations to make that are dictated by each individual boat and crew. Practice is a major component to compete successfully and confidently as the forces of wind increase. Next month I will endeavor covering the spinnaker.

**VISUALS FOR EXPLANATION OF MATERIAL:**



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Description automatically generated with medium confidence***HAPPY SAILING!!!***  *A black background with a black square

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