

CLSC "Light & Variable"

June/July 2025



***Recent Raft-Up
Opening our Summer Activities***

AT A GLANCE

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Commodore's Cockpit by Chuck Bowers



The Great Debate of 2025 has been won by Ross-Thomas! Beginning late in 2024, it was brought up to adopt the PHRF rating system for Cherokee Lake Sailing Club. The Race Committee Chair presented the PHRF numbers in sec/mile, current RT numbers and RT numbers with reset to base.

Fast forward to the board meeting in May. PHRF was on the agenda and at that time PHRF was adopted to replace Ross Thomas as our rating system. Shortly after the adoption, start times were calculated and it was an eye opener to the racing fleet. Start times for the racing fleet were compressed into approximately five to six minutes. Some boats were starting within mere seconds of each other, raising the probability of trading paint. The other observation with the start times under PHRF was the known relative performance of the boats in our fleet against each other. It is my opinion that when the vote was taken to adopt PHRF, the racing fleet did not really know how to correlate the raw numbers to start times.

Given the start times under PHRF, there was a fair amount of rumbling within the ranks. So much so that a special board meeting was called with the rating systems the only items on the agenda. Without going into a lot of detail, it was voted to continue with Ross -Thomas as the rating system for the Cherokee Lake Sailing Club with all boats being reset to their base ratings beginning the 2025 Fall Series. No rating system is perfect, and we strive to make it such that every boat in our fleet crossing the start feels like they can be the first to cross the finish.

As we move through summer and await the start of the Fall Series, I encourage coming out on Thursdays for the Beer Can “racing”. It is a race to see which boat is having the most fun!

Nautical Décor for Pavilion

The Program and Events Committee is collecting nautical décor decorations to spruce up the pavilion for the upcoming spring season.

If you have some items you would like to donate, you can bring them to the pavilion. For now, there are being stored in the large container at the pavilion.

Racing Reflections and Remarks



by Greg Boggs

A REVIEW OF THE CLSC ROSS THOMAS RATING SYSTEM

This hopefully will clarify how the rating system we have adopted is founded upon since we have moved to the base R/T ratings. Brian delivered several documents to us when we joined the fleet. One was how the ratings were determined. Basically, the Ross/Thomas rating system was predicated on the Portsmouth dpn ratings which were converted to the base R/T ratings we have now. If there was not a dpn for a boat, then they take the PHRF rating and using a formula convert it to a dpn rating then to a R/T rating. I just researched the latest US Sail Portsmouth dpn ratings and adjusted the start times for the Fall Series. Three boats had adjusted dpns from the dpns issued by Brian according to the latest US Sail dpns. Please see the attached ratings and starting times for 2025 Fall Series. *(These are in the Telldales Article)*

Concerns were voiced that with the new base ratings that starting times would be too close for our staggered starts. Attached is the starting times for the 2025 Spring Series. *(In TelldalesArticle)* You will note that starting times were in many cases not far off from the new starting times. There was and is a clumping of start times between boats. Therefore, it appears that boats starting close together are no more of a concern than it has been previously. Especially, after reviewing several previous series. Yes, we do need to be aware of the US Sail racing rules. Racing rules are different in many cases for standard rules of the road for boats.

Since there is a concern as to a boat's performance level, I am including specific data on each of our boats to be able to get a grasp of why these boats have been rated as they have been. Data such as waterline length which determines a boat's maximum hull speed, sail area, draft and design determine a boat's potential. Some of our boats are in stock condition and some are in advanced condition, such as adjustment in sail area and deployment. In our system there is no penalty for increasing these advanced conditions. All the data governing ratings and boat designs are all published data.

- CLSC Boat Analysis -

***S2 7.9, daggerboard design, fractional rig, dpn 81, R/T 100**

LOA-25.92', LWL (waterline length) 21.67', displacement- 4250 lbs, ballast- 1675 lbs, max. draft 5', min. draft 1.12', sail area 329 sq', hull speed 6.24 knots: I-30.5', J-9.5', P-29.42', E-12.25'

***J 24, fixed keel, fractional rig, dpn 81, R/T 100** LOA-24', LWL-20', displacement 3100 lbs, ballast 950 lbs, max. draft 4', sail area 262 sq', hull speed 5.99 knots: I-26.26', J-9.5', P-28', E-9.75'

***Beneteau 235, fractional rig, fixed keel, dpn 90, R/T 109**

LOA-23.33', LWL-20.25', displacement 2826 lbs, ballast 825 lbs, max. draft 3.8', sail area 2480 sq', hull speed 6.03 knots: I-28.61', J-7.87', P-26.41', E-10.3'

***Lindenberg 22, fractional rig, daggerboard design, dpn 89, R/T 108**

LOA-21.5', LWL-17.25', displacement 1800 lbs, ballast 800 lbs, max draft 4.67', min. draft .75', sail area 220 sq', hull speed 5.57 knots: I-22.5', J-7.25', P-26.5', E-10'

***Cal 24-3, masthead rig, fixed keel, dpn 85, R/T 104** LOA- 24.67', LWL- 20', displacement 3300 lbs, ballast 1175 lbs, max. draft 4.25', sail area 260.65 sq', hull speed 6.0 knots: I-29.75', J-9.3', P-25.75', E-9.5'

***Catalina 27 Tall Mast, masthead rig, fixed keel, dpn 91, R/T 110**

LOA-26.83', LWL-21.75', displacement 6850 lbs, ballast 2700 lbs, max. draft 4', sail area 344.5 sq', hull speed 6.25 knots: I-36', J-12.2', P-29.66', E-9.66'

***Catalina 25, masthead rig, keel-centerboard, dpn 95, R/T 114**

LOA-25', LWL-22.17', displacement 4150 lbs, ballast 1500 lbs., max. draft 5', min draft 2.66', sail area 270 sq', hull speed 6.31 knots: I-29', J-10.5', P-24.66', E-9.58'

***Cape Dory 30, masthead rig, long fixed keel, PHRF 223, dpn 93, R/T 112**

LOA-30-5', LWL-24.17', displacement 10,500 lbs, ballast 4200 lbs, max draft 4.5', sail area 495 sq', hull speed 6.59 knots: I-40.42', J-13.58', P-35.08', E-12.25'

***Santana 525, fractional rig, fixed keel, dpn 91, R/T 110**

LOA-24.58', LWL-18.5', displacement 2400 lbs, ballast 950 lbs, max draft 4.25', sail area 261 sq', hull speed 5.76 knots: I-26.5', J-8.75', P-29', E-10'

Looking at the design data hopefully will give you an idea of how the boat's performance ratings were arrived at. I take my position very seriously and believe it needs to be above reproach. During the last board meeting my rating was questioned as to why the base rating was the same as my current rating. The base rating was the rating given to me by Brian when I first joined the fleet. It is based on and reflected by the US Sail Portsmouth dpn rating, as well as the US Sail PHRF rating. That having been said, I have voluntarily adjusted my rating for the 2025 Fall Series R/T rating of 100. Equal to the ratings for the S2 7.9 and the J-24.

It is my desire that following the 2025 Fall Series that the rating committee review the performances of the boats and their ratings and make adjustments as indicated, with the rating process continuing after that. As indicated at the meeting, ratings had become out of line. The process had become subjective and not following the formal process as dictated in the

club documents. This re-adjustment in ratings to the base R/T ratings should give us a better picture of where our rating system should be. We need to follow the formal procedures that are in our official documents.

Programs and Events

by Jackie Hogan

We hope everyone is enjoying this beautiful and long-awaited summer weather!

Our first raft up in Sunset Cove was quite a blast, despite the blistering heat. The Beer Can Race continues on Thursday afternoons as well, so please keep an eye on the Facebook page for the next event. We'd love to see you there!

As we are all aware, the pavilion could use some freshening up. We will be planning a work party day/luncheon in the near future. Sheryl Ivey has suggested that we offer members the opportunity to "sponsor a table", including an engraved nameplate. Once the total cost of the new lumber has been calculated, we will announce the price.

We would love to hear any suggestions to create a more welcoming environment for CLSC members. The Work Party date will be announced soon.

See You on the Lake!

2025 Spring Series – Final Standings

<i>Boat</i>	<i>Skipper</i>	<i>PHRF</i>	<i>Type</i>	<i>Division</i>	<i>Total Points</i>	<i>DR1</i>	<i>Wyss</i>	<i>CC1</i>	<i>DR2</i>	<i>DR3</i>	<i>DR4</i>
<i>Hired Gun</i>	<i>Boggs,Greg</i>	<i>48</i>	<i>Lindenberg 22</i>	<i>Spinnaker</i>	<i>7</i>	<i>0.75</i>	<i>2</i>	<i>2</i>	<i>0.75</i>	<i>0.75</i>	<i>0.75</i>
<i>Sierra Hotel</i>	<i>Gibson,Mike</i>	<i>54</i>	<i>S2 7.9</i>	<i>Spinnaker</i>	<i>16.5</i>	<i>2</i>	<i>0.75</i>	<i>0.75</i>	<i>2</i>	<i>6</i>	<i>5</i>
<i>Lucy</i>	<i>Dail,Bernard</i>	<i>36</i>	<i>J24</i>	<i>Spinnaker</i>	<i>21</i>	<i>4</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>3</i>	<i>2</i>
<i>Whiskey Thief</i>	<i>Collins,Doug</i>	<i>102</i>	<i>Beneteau 235</i>	<i>Spinnaker</i>	<i>22</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>2</i>	<i>5</i>
<i>Axios</i>	<i>Moody,Isaac</i>	<i>156</i>	<i>Catalina 27</i>	<i>Non-Spinnaker</i>	<i>28</i>	<i>5</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>5</i>	<i>3</i>
<i>Beets Me</i>	<i>Bowers,Chuck</i>	<i>78</i>	<i>Cal 24</i>	<i>Non-Spinnaker</i>	<i>31</i>	<i>7</i>	<i>6</i>	<i>6</i>	<i>4</i>	<i>4</i>	<i>4</i>
<i>Nutmeg</i>	<i>Rhea,Bob</i>	<i>114</i>	<i>Catalina 25</i>	<i>Non-Spinnaker</i>	<i>38</i>	<i>7</i>	<i>6</i>	<i>6</i>	<i>8</i>	<i>6</i>	<i>5</i>

Note: Day Race #5 was abandoned due to lack of wind.



Education and Rules



by Greg Boggs

On Saturday, July 26th we will be holding the first of our sailing classes at the pavilion. The class will include Basic Sailing Techniques as well as Intermediate Sailing Techniques.

A book will be presented to each participant. Therefore, it is very

important that registration for the class take place so that we can have the necessary materials for the class on hand.

If you would like to register for the class, please contact the club secretary at bettyeboggs@bellsouth.net to register for the class. If you prefer, you can contact Bettye at 985-789-0744.



Telltales by Bettye Boggs



As a follow up to the article covered above in Racing Reflections and Remarks, we are presenting the start times for the completed Spring Series in addition to the start times for the upcoming Fall Series for review.

The Spring Series was conducted with the current Ross Thomas ratings at that time. At the recent board meeting held at the end of June, the board voted to return all boats to their Base Ratings under the Ross Thomas System.

The start times below show the effect of returning to the base rating under the Ross Thomas rating system:

2025 Fall Start Times

	Course	Course 1	Course 2	Course 3	Course 4	Course 5	Course 6	Course 7
	Distance	2.9 nm	4.7 nm	6.6 nm	6.7 nm	6.8 nm	8.5 nm	2.01 nm
Boat	TCF	Start	Start	Start	Start	Start	Start	Start
Polonaise	154	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
Momentum	140	00:04:04	00:06:35	00:09:14	00:09:23	00:09:31	00:11:54	00:02:56
Axios	126	00:08:07	00:13:10	00:18:29	00:18:46	00:19:02	00:23:48	00:05:53
Bullfrog	120	00:09:52	00:15:59	00:22:26	00:22:47	00:23:07	00:28:54	00:07:08
Nutmeg	119	00:10:09	00:16:27	00:23:06	00:23:27	00:23:48	00:29:45	00:07:21
Whiskey Thief	117	00:10:44	00:17:23	00:24:25	00:24:47	00:25:10	00:31:27	00:07:46
Sky Boat	116	00:11:01	00:17:52	00:25:05	00:25:28	00:25:50	00:32:18	00:07:59
O'Day DS	115	00:11:19	00:18:20	00:25:44	00:26:08	00:26:31	00:33:09	00:08:11
Eileen	115	00:11:19	00:18:20	00:25:44	00:26:08	00:26:31	00:33:09	00:08:11
"Catalina 250"	115	00:11:19	00:18:20	00:25:44	00:26:08	00:26:31	00:33:09	00:08:11
Bristol Fashion	115	00:11:19	00:18:20	00:25:44	00:26:08	00:26:31	00:33:09	00:08:11
Beets Me	113	00:11:53	00:19:16	00:27:04	00:27:28	00:27:53	00:34:51	00:08:37
Sierra Hotel	109	00:13:03	00:21:09	00:29:42	00:30:09	00:30:36	00:38:15	00:09:27
Hired Gun	108	00:13:20	00:21:37	00:30:22	00:30:49	00:31:17	00:39:06	00:09:40
Lucy	106	00:13:55	00:22:34	00:31:41	00:32:10	00:32:38	00:40:48	00:10:05
Cat's Pajamas	100	00:15:40	00:25:23	00:35:38	00:36:11	00:36:43	00:45:54	00:11:20

2025 Fall Start Times

BOAT	Course 1	Course 2	Course 3	Course 4	Course 5	Course 6	Course 7
	2.9 mi	4.7 mi	6.6 mi	6.7 mi	6.8	8.5 mi	2.1 mi
Catilina 25	00:00	00:00	00:00	00:00	00:00	00:00	00:00
Capy Dory	00:35	00:56	00:79	00:80	00:82	01:42	00:25
Beneteau 235	01:27	02:21	03:18	03:21	03:23	04:15	01:03
Lindenberg 22	01:44	02:49	03:58	04:01	04:05	05:06	01:16
Catilina 27	01:10	01:48	02:38	02:41	02:43	03:24	00:50
Catilina 24-3	02:54	04:42	06:36	06:42	06:48	08:30	02:06
J-24	04:06	06:35	09:14	09:23	09:31	11:54	02:56
S-2 7.9	04:06	06:35	09:14	09:23	09:31	11:54	02:56
Or Lindenberg 22	04:06	06:35	09:14	09:23	09:31	11:54	02:56

Note: If you boat is not listed for the fall series and you are planning to participate, please contact Race Committee Chair, Greg Boggs for a rating.

Racing Opportunities



Boats Looking for Crew:

Beets Me – Chuck Bowers, 860-961-4560
Hired Gun – Greg Boggs, 985-788-5623
Nutmeg – Bob Rhea, 703-801-9496
Lucy – Bernie Dail, 865-312-4147

If you are looking for crew or if you would like to crew on someone's boat, please let us know.

- **BOATS FOR SALE** -

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

Greg Boggs – 985-788-5623

SUNTRACKER PARTY CRUISER (32 FT) FOR SALE.

IT IS LOCATED ON ITS TRAILER BY THE MARINA OFFICE.

AMENITIES INCLUDE A QUEEN SIZE BED, AC/HEATER, STOVETOP, MICROWAVE, REFRIGERATOR, ENTERTAINMENT CENTER/STORAGE AREA, ELECTRIC TOILET WITH HOLDING TANK, NAVIGATION STATION, TOHATSU 115 HP MOTOR WITH LESS THAN TWO HOURS ON IT.

IF YOU HAVE ANY QUESTIONS, CONTACT GREG BOGGS - 985-788-5623.

