

ELSC "Light & Variable"

Aug./Sept. 2025



***Day Race #2 Pictures
From Sheryl aboard Committee Boat***

Commodore's Cockpit by Chuck Bowers



(Stay tuned for the following newsletter.)

AT A GLANCE

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Remaining Races of the Fall Series

Sept. 13	Saturday	11:00 AM	Fall Series Day Race Three <i>(General Membership Cookout following Race)</i>
Sept. 27	Saturday	11:00 AM	30th Schrader Cup Regatta Day One <i>(General Membership Cookout following Race)</i>
Sept. 28	Sunday	1:00 PM	30th Schrader Cup Regatta Day Two
October 11	Saturday	11:00 AM	Fall Series Day Race Four
October 25	Saturday	11:00 AM	Harry Ross Memorial Island Hopper
Nov. 8	Saturday	11:00 AM	Fall Series Day Race Five

Racing Reflections and Remarks



by Isaac Moody

The Fall winds are coming in, and the Fall Racing Series is getting underway along with the ongoing Thursday Night Beer Can Series. Don't miss a moment of the action and come sail with us.

Programs and Events

by Jackie Hogan

- Summer Membership Cookouts -

The Programs & Events Committee is planning two upcoming Membership Cookouts to round out the summer activities as we move into the fall:

Saturday, Sept. 13th and Saturday, Sept. 27th

Come out and join us at the pavilion in the afternoon. These events will take place following Day Race #3 on Sept. 13th and following the first day of the two-day Schrader Cup on Sept. 27th. More information regarding the cookouts will be provided as we get closer to those dates.

Also, if you would like to become more involved on the water, please get in touch with us, as there are always boats looking for crew on race day.

Look Forward to Seeing You at the Dock!!



Education and Rules



by Greg Boggs

- ***Tackling Light Air Sailing*** -

Last Saturday saw the fleet once again tackling light air sailing conditions. As we waited around for the wind to fill in, the boats that had *light air drifter head sails* were the ones who first began to move through the water. When you decide to add to your sail inventory, it is highly recommended that you consider a light air head sail, especially with the conditions that we see on Cherokee Lake.

Having addressed this type of light air head sail, the next consideration is what to do when the wind increases over the range for you light air drifter. Then the type of rig you have set up comes into play. Roller furling rigs are somewhat more difficult than the traditional rigging where you hoist your new sail after dropping the earlier sail. Using a double slotted foil allows you to launch the new sail behind the light air sail and then pull down the light air sail to stow it away. This is called a "head sail peel" something we use on Hired Gun.

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, and learning to try to read the light wind. Another challenge is knowing how to adjust the sails to deal with the changing conditions.

Personally, I find it much more difficult to deal with light air as opposed to heavy air sailing.

To begin, at the start of the race, try to *read what wind there is* and *where it is coming from*. What tack you should take to get you where you want to go, along with which end of the starting line you think might be favored.

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*. Many times shoreline breeze 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 rumb line.

When *driving, rarely look back* at the fleet or where they are on the course, unless there is a tactical or strategic reason for doing so. Ask the crew to inform you 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 while 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 and allow the boat to point higher; however, it may slow the boat down. Light air in many cases will produce a very 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, the trimmer must constantly be trimming the sails as many times the wind is oscillating. Going dead downwind in light air is a killer. 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. As mentioned above, a light air drifter sail is incredibly valuable for lake sailing. 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, a sail change to the number one sail is necessary. 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 their 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 varying conditions.



Telltales by Bettye Boggs



Reflections on the Newsletter

As I ponder articles that would be interesting and helpful to you, our members, I would like to encourage more of you to contribute your ideas/thoughts to the newsletter. *(Yes, sometimes frequent reminders to our regular contributors to meet our deadlines incur!)*

I would definitely like to encourage more contributions from other board members, as well as the general membership as a whole. Surely, there are articles that you come across and find interesting that you may want to share with the club as a whole.

As I found out from the previous secretary/treasurer, Mindy, the hardest part of publishing a newsletter is not the formatting and the design of the newsletter but in getting contributions to build the newsletter.

Please share with us anything that you think might be of interest to other members in the club. We would love to hear from you!!!



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.

