

# CLSC "Light & Variable"

*December, 2025*



***Merry Christmas to All &  
Smooth Sailing into the New Year!***

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## **Commodore's Cockpit**



***by Chuck Bowers***

Most year-end reflections tend to follow the same predictable script: what a great year we had, and what an even better year lies ahead. It's the usual feel-good routine. But this year, I think we owe it to ourselves to be more honest.

Yes, we had a good year—certainly with a few bumps—but the year ahead will bring real challenges for the club and for the incoming board. Over the past few months, I had a nagging sense that our financial footing wasn't as solid as it appeared. After digging into the books, that concern proved justified. At nearly the same time, our Treasurer, Bettye, sent a detailed email to the board raising the same alarm: We are slowly bleeding financially.

## **AT A GLANCE**

- \* Commodore's Cockpit
- \* Annual General Membership Meeting – January 10<sup>th</sup>
- \* Racing Reflections & Remarks
- \* Programs & Events "Christmas Party 2025"
- \* Education & Rules "Mastering the Mainsail"
- \* Telltales- "Proposed Amendments to Bylaws"
- \* Racing Opportunities
- \* Boats for Sale

As Bettye pointed out, our only reliable source of revenue is member dues. When you run the numbers with our current roster, those dues barely cover pavilion rent and web hosting. That's before we even consider the fact that our bank balance continues to shrink. And it raises a fair question: What are we offering members in return? The pavilion, the club trailer, and the gin pole are the most tangible benefits we provide—but they are assets that require ongoing maintenance and dedicated funds.

Looking ahead, we all want to grow the club. But growth cannot come solely from associate members. On race day, it doesn't help to have six to eight boats on the water and more associate members on the dock than we have space for crew. We need our boat owners engaged and participating, and we need to attract additional sailboats, despite our already limited dock space.

2026 will not be business as usual. The incoming board will need to be exceptionally disciplined when approving expenses. The financial analysis may even require us to consider measures of austerity—something no club wants to face, but something responsible leadership cannot ignore.

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## ***Annual Membership Meeting***

***The Annual Membership Meeting will take place on Saturday, January 10<sup>th</sup>. Mark your calendar!***

***The location and time will be decided at a later date.***

***You participation in this meeting is very important as the club has proposed a number of amendments to the current bylaws. These amendments have been sent to you via email.***

***Please review these carefully and let us know your thoughts concerning these items.***

## ***Racing Reflections and Remarks***



### **RACE COMMITTEE REPORT**

Just want to say thank you for my brief time as Race Committee Chair. Best of luck to whoever takes the role next year. I hope we can grow the program.

Watching boats develop skills these past few seasons has been a treat. Congratulations to Hired Gun for sweeping both series. As we move forward, I hope my successor will focus on the joy of sailing and skill development as the main focus of the racing series. Club level racing is nothing unless the competitors are having fun and enjoying a healthy dose of sailing camaraderie.



## Programs and Events *by Jackie Hogan*



### *Christmas Party 2025!*



What a night we had this past weekend as club members gathered to celebrate the Christmas Season at Holston's Restaurant. The club provided an assortment of gifts for our annual Christmas drawing, and we thank Isaac for providing these for us. Annual sailing trophies were presented, along with other awards for recognition of club members throughout the year. Our Programs and Events Committee provided a nautical themed sheet cake to everyone's liking.



The recipients of the 2025 Beauchamp Award were Jackie and Kendra Hogan. This past year the club was able to enjoy more cookouts after our races at the club pavilion. These cookouts are provided for all club members, and we encourage everyone to come out and enjoy the club camaraderie. Their operating the Race Committee Boat during race season has greatly improved our racing program, and all racers are truly indebted to their dedication to this effort.



The recipient of the **2025 Cleo Award for Outstanding Crew Member** was **Bettye Boggs**. It was noted that she has consistently crewed on Hired Gun, and she also noted that she had the privilege of crewing with Brian McLernan on Cat's Pajamas for several seasons prior to Hired Gun arriving on the lake.



The 2025 Spring and Fall Series Championship Awards were presented by our Commodore and Vice Commodore.

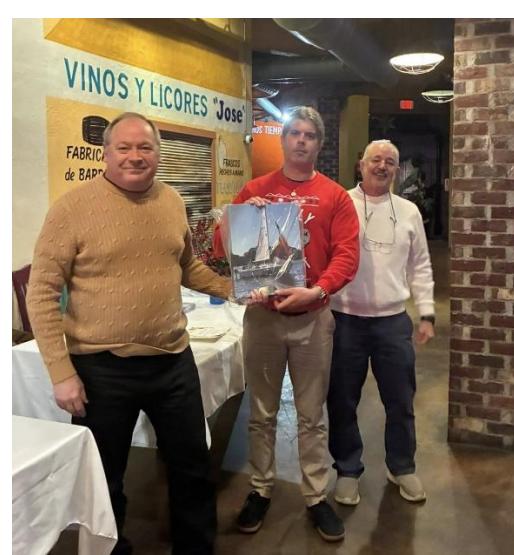
### **Spring Series Standings:**

**Spinnaker Class: 1<sup>st</sup> - Hired Gun, 2<sup>nd</sup> - Sierra Hotel, 3<sup>rd</sup> - Lucy**  
**Non-Spinnaker Class: 1<sup>st</sup> - Axios, 2<sup>nd</sup> - Beets Me, 3<sup>rd</sup> - Nutmeg**

### **Fall Series Standings:**

**1<sup>st</sup> - Hired Gun, 2<sup>nd</sup> - Polonaise, 3<sup>rd</sup> - Lucy**

***(During the fall series, all boats raced in one class.)***





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## Education and Rules

*by Greg Boggs*



### ***Mastering the Mainsail***

The main is the primary driving sail on a fractional rig boat; however, the jib (genoa) is the primary driving sail on the masthead rig boat. That being the case, the mainsail is greatly important in both. The relationship between the jib and the mainsail is very important because the combination creates venturi effect and increases the lift in the sails.

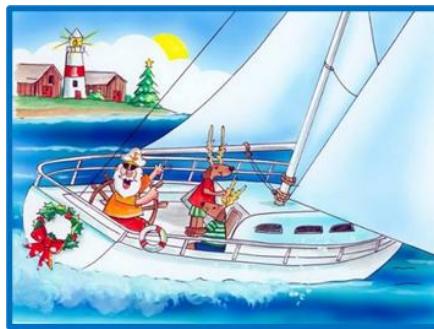
When first hoisting the mailsail, it is important to initially get a full hoist of the sail. You want to get a full hoist, not a stretched one. The current wind strength will determine how much tension you want to put on the luff of the sail to get the proper draft in the sail. Draft is the deepest curvature of the sail. On the mailsail, the proper luff is approximately 50% back from the luff. This is accomplished with putting tension on the luff of the sail with the cunningham. The cunningham is a line attached to the lower part of the luff of the sail which when pulled down pulls the draft of the sail forward and when loosened allows the draft of the sail to move back. Many sails have draft lines across the mainsail at varied marks going up the sail which makes seeing the draft much easier.

Tension on the leech of the sail is accompanied by the main sheet. The proper curve in the leech is accompanied when the upper batten is parallel with the boom. Telltales along the leech of the sail make it much easier to tell if the curvature is correct, as well as telling if the sail is stalling (*either trimmed in too close or trimmed to far out*). The telltales are usually attached at the leech along the battens. The lower telltales should be streaming aft, and the upper telltales should be slightly fluttering back and forth.

The proper trim of the sail to the wind is observed when the telltales are streaming correctly and the sail is not luffing. (*Note:*

*In the case of a genoa/jib, there will be a slight luffing along the luff of the mailsail due to the overlapping of the jib.)* The mainsail is properly trimmed by moving the boom in or out. A traveler athwartship of the boat allows the boom to be trimmed out and in without adjusting the tension on the leech of the sail until the boom reaches the end of the traveller. Once the boom moves past the end of the traveller by loosening the mainsheet, an adjustment to the leech curve is needed. This adjustment is accomplished by tensioning the boom vang which allows the leech curve to be correct. By adjusting the vang in or out, the proper curvature is accomplished. In cases especially when on the wind (beat), the fastest and easiest way to do this is to let the traveller out and luffing the sail.

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# *Telltale* by Bettye Boggs



## *Proposed Amendments to Bylaw*

**Please note that the below proposed amendments have been emailed to all members in good standing. These will be presented at the Annual Membership Meeting being held Sat., Jan. 10<sup>th</sup>.**

**Your input is very important as we consider the ramifications of these amendments in the future direction of our club. You can reach out to your current board of directors and plan to attend this upcoming meeting.**

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### **Proposed CLSC Bylaw Amendments**

**Amendment 1 9.4 Use of conference, telephone or other interactive technology.** Directors may participate in and act at any meeting of the board of directors by means of conference, telephone, or other interactive technology so long as all persons participating in the meeting can communicate with each other, and such participation shall constitute presence in person at such meeting.

**Amendment 2** 7.1 The Board of Directors shall consist of: Commodore, Vice-Commodore, Secretary/ Treasurer, Immediate Past Commodore, and (TBD) at-large members. The at large members should represent equitably the diversified interests of the club.

**Amendment 3** 4.2A. (Amendment to the last sentence). A family may cast one vote, except in the event where each family member holds a paid membership in good standing; then in such case, each paid member of the family shall have one vote.

**Amendment 4** 4.3 C. Associate members shall not be permitted to vote on matters pertaining to races, race instructions, handicaps, or other items specifically pertaining to sailboats. This restriction shall not apply to associate members who are sitting members of the Board of Directors.

**Amendment 5** 12. Discipline The club requires all members, board of directors, officers, and sailing crew to follow its code of conduct. The board of directors on its own motion, or unwritten complaint of any member may consider sanctions or expulsion of any member or director for cause. This member shall be notified of such consideration in writing and be given an opportunity to be heard by the board of directors. Such sanction or expulsion for cause will be made by a 2/3 majority vote of the board of directors. 12.1 Code of Conduct All members shall at all times: 1. Abide by and obey all club bylaws 2. Be fair, considerate, and honest when dealing with others, 3. Not represent the club in any dealings, unless authorized by the Board of Directors, 4. Not use offensive language to any member or guest of the club 5. Not degrade nor intimidate any member or guest of the club Revision December 16, 2025 8:17 PM 6. Not assault, nor act with aggression towards any member or guest of the club 7. Not post any abusive, intimidating, or offensive comments on any of the club's social media platforms, or

websites 8. Obey all Sailing Instructions, including but not limited to the Club's Sailing Instructions, the Racing Rules of Sailing (as published by the U.S. Sailing Association) and the COLREGS, 9. Obey all local, state and federal laws

**Amendment 6** 6.3 The Secretary/Treasurer shall be the custodian of the club and shall accurately keep minutes of the various meetings. As Treasurer, he/she shall have the authority and responsibility for collecting, disbursing and safekeeping of the funds. Reimbursable expenses in excess of \$50.00 must be pre-approved in writing by the board of directors. The executive committee (Commodore, Vice-commodore, Secretary/Treasurer) can approve the reimbursement of a club expense up to \$(50.00). An expense greater then \$50.00 requires the approval of the board of directors. An expense over \$500.00 requires approval of the general membership. In addition, the Secretary/Treasurer shall prepare and submit all necessary State and Federal forms/permit.1

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## Racing Opportunities



### Boats Looking for Crew:

*Beets Me* – Chuck Bowers, 860-961-4560  
*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.)*



## Off Season Sailing Opportunities



Now that our regular racing season is completed, there will be great days for sailing on the lake in the coming months.

A number of our seasoned sailors are offering an opportunity for you to have them come aboard your boat to provide coaching and help with fine-tuning your boats for optimum performance.

Please let me know if you are interested, and we will arrange a time and someone to come aboard with you for a fun and educational day of sailing.

Bettye – [bettyeboggs@bellsouth.net](mailto:bettyeboggs@bellsouth.net) – 985-789-0744



## - 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](mailto:rattlesnakeblake@bellsouth.net)

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**THE BOGGS' SUNTRACKER, WHICH IS CURRENTLY ON THE PONTOON DOCK, IS "FOR SALE."**

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

