



Waterline

LAFAYETTE SAILING CLUB

www.lafayettesailingclub.net

VOLUME 3

2009



LSC 2009 Commodore
Steve Titolo



At the time of this publication Commodore Steve is in a hot air balloon with Tom Eismin. So, I'll summarize what Steve has been saying to LSC members while at the Harbor, at BOG meetings, on race day, while lecturing during the "Racing for Dummies" day. "Watch those Tell-Tales", "You can't have enough Tell-Tales", "Looks fabulous", "Keep up the good work", "See you on race day", "Have a good 4th of July", "Hope to see you at the BOG Picnic on August 23rd", "Keep the lawn mowed beneath your boat", "Remove winter covers from your boat", "Rex is in charge while I'm away".

The **Lake Freeman Firework** Show will be **Friday, July 3rd**



The Lake Freeman Boat Parade will be Saturday, July 4,



LSC – An Organizational Member



LSC - BoatU.S. Cooperating Group

LSC Board of Governor's Picnic: August 23rd

Mark your calendar now for the LSCs 2nd BIG weekend. There will be a Raft-up, Saturday Series Racing, Racing for Dummies, and The Board of Governor's Picnic.

Friday and Saturday August 21st and 22nd, LSC members have the opportunity to Raft-up as a group with other LSC members on Lake Freeman. Members may pick and choose which day or days are best for them. About the only thing that is needed is a boat with suitable facilities for spending a night, food, and drinks. We'll be using Bill Muir's dock again. It's located on the east side of the lake, and just south of Ski Island. You can't miss it.



Saturday August 22nd, 11:30am, Saturday Series Racing 3 (3). LSC Captains should have their boats ready and meet at the picnic tables for the traditional Captains meeting prior to the race. The race committee will present the course at that time. Bring your lunch and have fun.



Sunday August 23rd, 12:30pm, Racing for Dummies. The LSC Race Committee is again offering a very informal, but informative session on sailboat racing. Emphasis will be on educating non-LSC racers about "Racing". Lecture information will include; starting flags, rounding the marks, right of way, and crossing the finishing line. All LSC members are welcome.

And remember: "When two sailboats are on the water together, they are racing."-- Larry Dill

Sunday August 23rd, 5:45pm, Board of Governor's Picnic. This traditional LSC event is open to all LSC members. The BOG will prepare steaks, at the Harbor, starting at 5:45pm. Expect a choice cut Ribeye or a New York Strip. Club members are asked to bring a covered dish to share, tableware, and a lawn chair. The Club will provide hard and soft drinks, steaks, and baked potatoes. RSVP's will be collected to ensure that the correct number of steaks will be purchased. **Please RSVP to Kirk Gilbert no sooner than August 10th at kirkgilbert@verizon.net.**



Varmint Land Mini-Cruise By James Miller, Cruise Director

The 2009 mini-cruise down at Lake Monroe is all wrapped up now. Randy Carie was the last skipper to haul his boat, on Sunday, May 17. He had Don Lang for crew, and they sailed all the way to the dam, and didn't get his boat out of the water until about 2:00 pm. But then he hauled it out and went home... the mini-cruise was over.

Just a few days earlier, things didn't look so good. On Wednesday, Randy Carie and I each drove down, and joined Ray Justice and his wife, Sharon, who were already camping at Paynetown State Recreation Area. But, it rained all day Wednesday, and Randy never got his boat launched that day.

Thursday was a lot better. We launched Randy's Catalina 25 sailboat and he and I sailed it down to Four Winds, where we ate at the restaurant. Two other LSC guys drove down, but not with their boats (as they had originally planned)... the rain predictions had talked them out of that. They just came down to see what the place looked like, in preparation for next year, they said. They were Rex Henthorn, who will be Commodore next year, and Don Lang, who, like Rex, lives in Crawfordsville. Rex and Don then drove home... as they weren't aware they could have stayed 2 the night. Randy went back to his boat. I stayed up at my brother's house... rather than pitch the old green tent (which I had brought along).

Friday was a good day, as well. Steve Titolo, this year's Commodore, and Tom Eismin, the Purdue Aviation Electronics Professor, showed up... with Eismin's sailboat, the Buccaneer. Steve and Tom were staying in the campground. Another Lafayette Sailing Club couple, David Keller and his wife, Donna, showed up with their MacGregor 25 sailboat. We now had 4 boats down there... because Ray Justice had already been there, with his own MacGregor. Ray Justice is a photojournalist, who takes pictures at auto racing events for the Associated Press. He spends a lot of time up at Indy this time of the year. On Friday night, we had the traditional BBQ cookout up at my brother's house.

The four boats we now had turned out to be the total for this trip (in a normal year, we'd have 10 or 12). The weather predictions had scared the rest away. On Saturday, Don Lang returned from Crawfordsville, and David Lemler drove down from the northeast side of Indianapolis. Both of these guys would have brought down their boats in a normal year, but in this case, they came down to crew for Randy. We took three boats down to Four Winds, where we all enjoyed a lunch at the restaurant. After lunch, we motored out to the Super Dock and looked at my brother's 48' Sea Ray, "Yachta Yachta" (that's the name of the Varmint's Sea Ray). Our LSC group went all over it, inspecting everything (but never found the liquor cabinet?). Steve Titolo and Tom Eismin even went down into the engine room. We left things as we found them, and returned to our sailing. Most of the gang stayed out and sailed that afternoon... but Dave and Donna Keller wanted to see the Varmint's new house, so we went over there for a quick tour. Saturday night, we had our fish boil up at the campsite. The crowd was somewhat reduced in size this year: James(me) and Nancy Miller; our son, Adam Miller and Adam's fiancée, Kelly Vogie; Ray and Sharon Justice; the Justices' daughter, Tammy Carpenter and son-in-law, Jerry Carpenter; Tom Eismin, Commodore Steve Titolo, Dave and Donna Keller, Randy Carie, David Lemler, and Don Lang. So... fifteen people and Ray's dog, Rusty.

The weather was great when it needed to be. By that, I mean it rained at night, or when we were sitting in the Four Winds restaurant... but it was fine when we were doing our sailing, or when we were outside doing our fish boil. So, we can't complain. The only "wash out" was on Wednesday, when Randy and I first came down. At times, the sailing conditions were absolutely great. There was plenty of wind, and small waves. The winds tended to be variable, as it often is on small lakes... but we're used to that.

Critter report: we saw the usual raccoons and squirrels, but we also saw a deer in the campground... and a bald eagle flew right over the campsites when we were doing breakfast. We saw lots of Canada geese, and a few ducks and herons. So, the mini-cruise lived up to its name of Varmint Land.



CW: Lani, Ray, Tammy, "Rusty", Sharron, Steve, Dave, Don, TomStarGazor, RandaSue, Randy, James, Donna, Dave

Techno-Tip: A \$10 - \$50 Substitute

for a \$400 - \$900 Marine GPS/Chartplotter? from Lee Kreul and James Miller

The summer cruising season is coming. If you are like most cruisers you are now going through catalogs, and making up your list of needs and wants for your boat. Perhaps you are eyeing a new \$400-\$900 handheld GPS/Chartplotter sold by Garmin, Lowrance, or others, but lack the “jack” to make it possible? Never fear, electronic navigation is still possible for you!

Here is something to consider: two LSC Board members, Lee Kreul and James Miller (convicted marine technophiles) are providing information about an entirely different approach to marine chart plotters, especially to those who want a low cost chartplotter for cruising, or are considering buying a Garmin or other brand of portable chartplotter, or might want to replace their cell phones and/or carriers. Among the 25 thousand (and counting) new 3rd party applications developed for the ubiquitous Apple iPhone and iPod Touch are at least four marine chartplotter applications that claim the same functionality as handheld models sold by Garmin, and others, at unbelievably far less cost.

Incredibly the four applications range in price from \$9.99 to \$49.99 each – a one time (not a monthly) expenditure. Each utilizes the GPS function of the iPhone or iPod Touch to project a vessel’s location and track onto a detailed marine chart. A continuous wireless connection is not needed. They all work as chartplotters when within range of a cell phone tower, making them suitable for inshore and coastal cruising. If the vessel is beyond cell tower range the charts alone are still available.

The applications are *Water Map Navigation* (\$9.99), *Charts & Tides* (\$34.99), *iNavX Marine Navigation* (\$49.99) and *Navionics Gold – Great Lakes* (\$49.99). They are available through the Apple iTunes store ([www.apple.com/iphone.com](http://www.apple.com/iphone)). Lee purchased *Charts & Tides-Great Lakes*. Jim purchased *iNavX*. The applications download in seconds.

What features do these applications offer? The same things offered by their more expensive counterparts:

- Real time chart plotting
- Waypoints, (add, edit, delete)
- Track logs
- Measurement of bearing and distance between points
- Click-on port/nav-aid services info
- Tide/current data
- Move/zoom/rotate viewing
- Day/night color schemes
- Good detail of depths and contours



Coverage:

iNavX Marine Navigation (\$49.95) includes access to NOAA charts for the US West Coast, Gulf Coast, East Coast, Great Lakes, Alaska, Hawaii, and Virgin Is. Canadian and Swedish charts may be purchased separately. When turned on iNavX will show a listing of the available charts, that relate to the vessel’s current location. The ones not loaded are ghosted and can be downloaded when in range of a cell tower.

Water Map (\$9.99-\$29.99) charts are purchased in separate regions or all regions: Great Lakes, Michigan Lakes, US Rivers, Michigan, East Coast, etc. These applications feature the area chart pre-loaded on the iPhone, so it can be used as a simple chart when no cell service is available. When charts for different areas are desired a new download of the application and extra payment is required.

Requirements for all four applications: iPhone 3G (second generation) or iPod Touch
 iPhone 2.2 Software
 ATT Cell Service



At this writing, Jim and Lee have not yet tried out the applications on the water in a cruising situation, so caution is in order. But whether it's \$9.99, \$34.99, or \$49.99, one has to admit that the math sounds pretty good, especially if one already owns an iPhone or iPod Touch. James is also excited about his recently purchased new Garmin GPSMap 640 (\$900). The 640 is portable and combines all the features of a marine and highway GPS.

The question is do the new iPhone chartplotting applications work as well on the water as a \$400 - \$900 dedicated marine GPS? Did James make a \$900 mistake? Can Lee toss out his \$400 Garmin 76CS? We will rely on James and Lee to keep us informed if any or all of these low cost iPhone applications prove to be legitimate contenders to replace or back up more expensive chartplotters or are just a patriotic contribution to economic stimulus. But one must always remember that famous line from *The Rime of the Ancient Mariner*: "Boat dollars are easier to spend and buy more satisfaction than dollars spent on necessities like food, shelter and clothing. And watch out for the Albatross."

Past Commodore Cocktail Party Weekend in review

The LSC Cocktail Party on June 7th capped off an exceptional weekend. The moon was out, a couple of us Rafted-up, we had Certified US Sailing Instructors at the Harbor, Commodore Steve Titilo lectured potential Club Champs, we had good wind for racing, and the food and beverages were delicious.



Past Commodores Cocktail Party Weekend

Top L-R: Nancy&Dave, Steve, Moonlight Sail, Lewie, Cathy Nola&Tom, Darrell, Past And Present Commodores

Racing: Michael, Steve, Dave, Tom, Randy, US Sailing Certification w/Doug & Debbie, Picnic Delights 1&2

Nola&Tom, Carol&Diana, Clayton&Carla, Lee&Kirk, Greg, Corie, Kirk

Classifieds

For Sale:

LSC T-shirts, various colors and sizes \$10.00. LSC Sweat Shirts, various color and sizes \$15.00- \$35.00. For Sale: LSC Burgees \$15.00 . Call Dave Keller - Ships Store Keeper or see the display set up at various Club functions.

I've got a 6hp 2 cycle yacht twin (OMC) outboard for sale. Runs fine, has an alternator, fuel tank, line, included. Best offer. Dan Honor, 463-5503, or honordan@comcast.net

4- six ply tires and rims? \$100, 16ft upstart with trailer (needs restoration) very reasonable make offer
Two sets of sails for a Lightening (not too bad) free, Call Kirk Gilbert at 474-3618, or kirkgilbert@netscape.net

Steel cradle for Catalina 34 (fin keel) for sale. Located in Lafayette, IN.
\$300 o.b.o. Chris and Ben Holland 765-463-9164 chrishanika@comcast.net

MacGregor 26: Contact Glenn Kats for details, glennkats@netzero.net

1991 Macgregor 26S Boat name: "Lani". New tires, hubs and wheel bearings, 9.9HP Suzuki long shaft, boat cover & bimini. See at LSC harbor. Contact David Keller davekeller@sugardog.com

Club Hobie, with trailer, and sails \$995.00

Club Members may list items they want to sell, trade, or buy in this column without any charge. Send your listings to Randy Carie at randycariec22@yahoo.com

Tracking the Upcoming Mac Solo Challenges

The 2009 Mac Solo Challenges will be kicking off tomorrow, June 20, and as previously noted, tracking of both the **Port Huron to Mackinac** and the **Chicago to Mackinac** will be available on the internet. There will be two different methods of tracking employed to cover the racers as they head for the finish line at Mackinac Island, and each tracker will have a separate link to view the event. You will be unable to view both events on the same link, as the technology for each is different.

The Chicago to Mackinac tracking is provided by **IonEarth**, a Traverse City, Michigan - based company that specializes in satellite tracking. They have provided tracking for the 2007 Trans Superior Solo (and will provide tracking for this year's Trans Superior as well), the Iditerod sled race, Baja races, and the Solo Trans Pac (aboard GLSS member Eric Thomas' *Polar Bear*). Tracking is voluntary, and each boat that wished to be tracked is equipped with a small tracking device, paid for by each individual skipper (*many thanks to those who ponied up the extra money to bring the event into our living rooms!*). The skipper need not do anything other than bring the device aboard his boat. Twenty one of the twenty four boats that are entered have the trackers, and their positions will be updated every fifteen minutes on the internet. The trackers will be activated before the 08:00 AM start so you'll be able to ! see where your favorite boat is moored, even before the start of the Challenge! You may switch between satellite view, map view, terrain view, or Hybrid, and you may also zoom between the race course or the boats. You may configure the program to display any or all of the boats, and each boat will also show the speed at the time of transmission, NM to the Finish, and the age of the report. To view the tracking, please visit the IonEarth website:

<http://race.ionearth.com/2009/glss/allmac/>

LSC Racing Stats

RACER	BOAT	5/31/09	PLACE	5/31/09	PLACE	6/7/09	PLACE	6/7/09	PLACE
Titolo	Finn (Int.)	0:45:37	2.00	0:39:07	3.00	0:22:15	0.75	0:45:47	2.00
Fisher	Highlander	0:47:39	0.75	0:39:09	DNF	DNF	9.00	0:47:30	0.75
Eisman	Buccaneer 18' spi (SWN18)	1:05:23	4.00	0:39:11	2.00	0:23:49	4.00	0:52:03	6.00
Keller	Laser (Int.)	0:48:57	3.00	0:45:03	5.00	0:26:27	6.00	0:51:01	5.00
Rossman	M Scow (M-16 Scow)		10.00		9.00	0:22:11	2.00	0:46:24	3.00
Wallace	Prindle 16		10.00		9.00	0:23:21	5.00	0:54:07	7.00
Carie	Kestrel		10.00		9.00	0:25:29	3.00	0:48:04	4.00
Gilbert	South Coast 25		10.00		9.00	0:30:40	7.00	1:06:02	8.00
Muir	Santana 23 (Retr. Keel)		10.00		9.00		11.00		11.00
Long	Catalina 22 (SK/WK, N/Spi)		10.00		9.00		11.00		11.00
Henthorn	Catalina 14.2 Keel (Capri)	DNS	8.00	0:49:02	4.00		11.00		11.00
Honor	Hunter 170 no spi	DNF	7.00	DNS	8.00		11.00		11.00
Henthorn	Rhodes 22 (& Continental)		10.00		9.00		11.00		11.00
Kruel	Flying Dutchman (Int.)		10.00		9.00		11.00		11.00

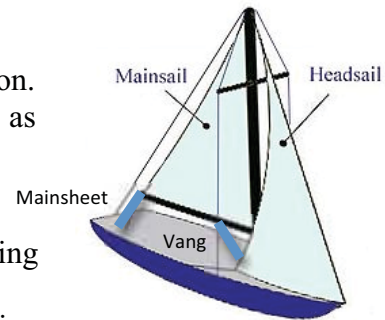
09	PLACE	6/14/09	PLACE	6/14/09	PLACE	6/14/09	PLACE	Av Place	Rank
53	0.75	0:40:00	0.75	0:33:06	0.75	0:33:39	2.00	1.5	1
25	4.00	0:43:03	2.00	0:36:44	2.00	0:31:33	0.75	2.5	2
33	7.00		8.00		8.00		8.00	5.9	3
27	5.00		8.00		8.00		8.00	6.0	4
10	2.0		8.00		8.00		8.00	6.3	5
13	8.00	0:47:46	4.00	0:36:18	4.00	0:39:02	4.00	6.4	6
33	6.00		8.00		8.00		8.00	7.0	7
35	3.00		8.00		8.00		8.00	7.6	8
	11.00	0:42:58	3.00	0:36:31	3.00	0:33:53	3.00	7.6	8
	11.00	1:16:24	5.00	DNF	5.00	DNS	6.00	8.5	9
	11.00		8.00		8.00		8.00	8.6	10
	11.00		8.00		8.00		8.00	9.0	11
	11.00		8.00		8.00		8.00	9.5	12
	11.00		8.00		8.00		8.00	9.5	12

JUNE 14th Racing and
Committee Boat Crew
Mary Kay & Elaine



Mainsail Shape when Sailing continued from Volume 2

Tightening the boom vang will reduce the twist of the mainsail. Loosening the boom vang will tend to twist the sail, causing the superior portion of the sail to be let out in relation to the lower portion. Adjusting the boom vang will compensate for a change in sail shape as the mainsail is let out or eased. It can also be used to compensate for an increase in wind speed and change in apparent wind



direction which is present aloft (towards the top of the mast). Twisting of a sail is a fine adjustment which is guided by the behavior of the telltales on the mainsail's leech (back edge of the sail). If the boom is over the water, one may want to first trim the lower part of the mainsail by using the mainsail's sheet, then loosen the boom vang until the aft (top) portion of the mainsail or telltales start to luff then tighten the boom vang until the luffing stops and the telltales are streaming backward.

Once the proper shape of the mainsail has been achieved, any changes in the tension of the boom vang or the mainsail's sheet will change the shape of the sail. The mainsail's sheet not only determines the position of the boom in relationship to the deck but also places a downward pull on the leech (aft or back edge) of the mainsail. If one lets the mainsail out by loosening its sheet, decrease tension on the main's leech may occur, resulting in an undesirable twist of the sail. If one wishes to let out the mainsail with little change in sail shape, the "traveler" should be used. (By also adjusting the mainsail's sheet, the sail can be let out without any change in shape). The traveler is a track with an adjustable car to which the mainsail's sheet is attached. By sliding the traveler's car to port or starboard the position of the boom is changed without changing the length of the mainsail's sheet.

Many beginning sailors will only use the mainsail's sheet to trim the sail. However, for maintaining proper sail shape the mainsail's sheet, traveler and boom vang should all be used. All three lines will change the sail's twist and trim (position from the sailboat's midline) to some degree. When the boom is near midline, being over the sailboat, the traveler can be used to ease or trim the sail and the main's sheet's used to control sail twist. (In this position, the sheet's main pull is downward. As the boom is let out over water, the mainsail's sheet can be used to trim or ease the sail and the boom vang to control sail twist. (In this position, the sheet's main pull is horizontal.) 1

1 http://www.sailingusa.info/sail_shape.htm

LSC Handbook Update

All LSC members should be getting handbook updates within the next few weeks, if they have been with the Club since 2006. New LSC will be getting new LSC Handbooks at the same time. Watch for them in US Mail. If anybody was inappropriately missed, please contact Lee Kreul -LSC Membership Chair, or Randy Carie LSC Secretary/Treasurer.

LafayetteSailingClub, Inc.



Member Handbook

Moonlight Sail on Lake Freeman

Enjoy a pleasant evening on the lake, Friday, July 31st and/or August 7th with a moonlight sail. Expect a First Quarter Moon on July 31st, rising at 5:26pm (fyi: sunset 9:00pm) and a Full Moon on August 7th rising at 9:30pm (fyi: sunset 8:50pm). The Club will have a picnic at the Harbor both nights, starting at 7:00pm. Bring your picnicking favorites.

Sailors commonly ready their boats before the picnic then gather at the picnic tables for dining.

Remember the Indiana Boating Laws, and have a safe sail.



CW: Clayton, Carla, Lee, Doug, Mary Kay, Carol, Debbie, Vicki, Steve



CW: Clayton, Carla, Lee, Doug, Mary Kay, Carol, Debbie, Dave

“Moonlight sail picnic & sail June 5th.”



It's the Law: Required Equipment

Navigation Lights IC 14-15-2-10 through 15

Vessel operators must make sure that their vessels are equipped with the proper navigation lights and use the lights during these conditions:

When away from the dock between sunset and sunrise

During periods of restricted visibility such as fog or heavy rain

No other lights that may be mistaken for required navigation lights may be exhibited.

The required navigation lights differ depending on the type and size of your vessel.

<ul style="list-style-type: none"> • Motorboat • Sailboat under power 	Powered by engine less than 15 hp	<ul style="list-style-type: none"> • An all-round white light or both a masthead light and a sternlight visible from a distance of at least two miles 	<u>Figure 1</u>
<ul style="list-style-type: none"> • Motorboat • Sailboat under power 	Powered by engine 15 hp or greater	<ul style="list-style-type: none"> • Red and green sidelights visible from a distance of at least one mile • An all-round white light or both a masthead light and a sternlight visible from a distance of at least two miles 	<u>Figure 2</u>
<ul style="list-style-type: none"> • Sailboat under sail 	More than 22 ft. in length	<ul style="list-style-type: none"> • Red and green sidelights visible from a distance of at least one mile • A sternlight visible from a distance of at least two miles 	<u>Figure 3</u>
<ul style="list-style-type: none"> • Sailboat under sail • Canoe or kayak • Vessel with an electric motor 	22 ft. or less in length	<ul style="list-style-type: none"> • One lantern or flashlight shining a white light visible from a distance of at least two miles; the operator must display the light in sufficient time to avoid a collision with another vessel 	<u>Figure 4</u>

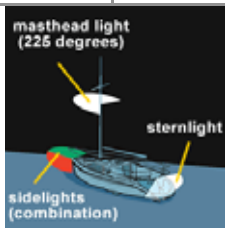


Figure 1&2



Figure 3



Figure 4

LSC 2009 Board of Governors

Member	Officer/Committee	E-Mail Address
Steve Titolo	Commodore	titolo@purdue.edu
Rex Henthorn	Vice Commodore	rexh@sbcglobal.net
Randy Carie	Secretary/Treasurer	randycariec22@yahoo.com
Tom Eismin	Recording Secretary	eismin@purdue.edu
Kirk Gilbert	Social	kirkgilbert@verizon.net
Richard Goodner	Web-Site	exposit@hotmail.com
Dave Keller	Sailing School, Ships Store	davekeller@sugardog.com
Lee Kreul	Membership	lkreul@comcast.net
Art Lenaerts	Grounds and Equipment	lenaerts@ffni.com
James Miller	Cruise	jameslm@mintel.net
Bill Muir	Race	bmuir@purdue.edu
Jim Westman	Publicity	westman@purdue.edu

LSC
 c/o R. Carie
 142 Ivy Hill Dr.
 W.Laf. 47906