



# Waterline



LAFAYETTE SAILING CLUB

VOLUME 2 2009



**Steve Titolo,  
Commodore 2009**

## Past Commodore's Cocktail Party Weekend



The first weekend of June is a really big weekend for the LSC. There will be the Moon Light picnic and sail, the Raft-up, Racing for Dummies, the Sunday Series, and the Past Commodore's Cocktail Party.

**Friday, June 5<sup>th</sup>, 7:00pm**, Moonlight Sail Picnic. Members Commonly ready their boat upon arriving at the Harbor, then gather at the Club's picnic table to share their picnicking favorites. Bring your own entrée and drinks.

**Friday and Saturday June 5&6**, Raft-up on Lake Freeman after the Moonlight Picnic at the Harbor. This years Raft-up will be at Bill Muirs place. He has a very large dock that will accommodate a half a dozen or more boats. Any boat with suitable facilities for an overnight stay is welcome. We'll also have a grill for cooking out. Bring lawn chairs, breakfast foods and drinks. Location: East side of Lake Freeman, just a little south of Ski Island. You can't miss it.

**Saturday, 12:30pm, June 6**, Lake Freeman: Racing for Dummies. This is something new that the Race Committee is trying. Emphasis will be placed on educating the non-traditional racers about LSC racing, and technique. Everybody is welcome.

**Sunday, June 7<sup>th</sup> 12:30pm**, Sunday Series Races (3), Captains will meet at the picnic tables for the tradition captain Meeting. The Race Committee will present the racecourse and start time. Bring your lunch and have a fun day of racing.

**Sunday, June 7<sup>th</sup>, 5:45pm**, the Past Commodore's Cocktail Party. Club members are asked to bring a cocktail dish to share (hot or cold). The LSC will provide the hard and soft drinks and table wear.



## Wednesday Race Series

What? Racing on Wednesday. It's true. Check the LSC Schedule. The 2009 Race Committee has scheduled five Wednesday races. The races are scheduled for 6:30pm, 3<sup>rd</sup> Wednesday of the month. The first race was May 20<sup>th</sup>. The wind and the weather were great. I like Daylight Saving Time!!!!

## LSC Lawn Care

Club members are asked to remember to maintain the lawn beneath the boats. Once a week is acceptable. The LSC has equipment for use in the shed. The secret combination for the shed door lock is xxR-xxL-xxR. If you don't know, please ask a Club member.



## Fireworks at the Harbor

The Lake Freeman Firework Show will be **Friday, July 3<sup>rd</sup>**, when it's dark outside. It gets very crowded at the harbor, so, if you are planning on watching the Fire Work show from your boat, plan ahead.

**The Lake Freeman Boat Parade will be Saturday, July 4,  
10:00am**

**Lafayette Sailing Club**

*Decorate your sailboat in patriotic colors and join more than 60 boats  
to follow The Madam Carroll loaded with military heroes.*

*Trophies and prizes awarded*

5th ANNUAL HONOR OUR MILITARY  
PATRIOTIC BOAT PARADE  
LAKE FREEMAN - July 4



10:00 a.m. Boats gather near Oakdale Dam for judging  
10:45 a.m. Line up behind Madam Carroll  
11:00 a.m. Begin procession to Tioga Bridge  
12:20 p.m. Parade passes in Review—Sportsman Inn  
1:00 p.m. Celebration in the Park begins  
(Hot Dogs, Watermelon & Ice Cream. Free games and family fun)

## **Classifieds**

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 Lightning (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](mailto:chrishanika@comcast.net)

MacGregor 26: Contact Glenn Kats for details, [glennkats@netzero.net](mailto: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](mailto:davekeller@sugardog.com)

**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](mailto:randycariec22@yahoo.com)**



**LSC**  
Miller

## **Winter Cruise** in review by James

This is how Kirk likes it. We had a great trip this year. The weather really cooperated, with no rain, reasonably warm temperatures, and nice steady winds almost all the time... except for one afternoon, when it went calm on us. We had to motor back from the little village of Keyesport, Illinois, where we had gone for lunch. We were staying at the West Access Marina, which is near the town of Carlyle. On another day, we visited the marina at Boulder (where Randy bought his Catalina a few years ago). We pounded out some pork tenderloins and grilled some for lunch there... the people at the marinas are VERY nice, and they told us we could use the kitchen facilities and their picnic tables. Very few people are actually out sailing around at this time of the year. A few are in the marinas, working on their boats... and they stop to talk to us. Once in a while, we find someone who remembers us from previous years... as we have been doing this for as many years as Randy has owned his C-25.



Kirk was able to get 5 or 6 knots out of the Valentine most of the time. The GPS was saying 7 mph, anyway. And, it felt like it. We had a blast... see Kirk smile.

Participants this year: 4 boats; Kirk and me on the Valentine... Randy and Carla Carie on the Randa Sue... Lewie Wallace on the Dream'n... and Bruce Borrer on his Compact 19. Oh, and Bruce had a buddy (also named Jim) who drove over from Missouri to crew.



In case you were wondering, we saw the pelicans. This is no joke... they have big North American pelicans that migrate through there in the spring and the fall... and they always seem to be there during the time we go. I counted 35 of them in one flock. They don't let us get very close... but they are really neat birds, with a large wingspan.





*We've Signed On for Another Big Year with BoatU.S.!*

The BoatU.S. Cooperating Groups program has proven so popular with members that club officers are renewing our partnership for another year.

BoatU.S. provides a vast range of services, information and savings to recreational boaters, including:

1. • Members-only discounts and Member Rewards with West Marine equipment purchases
2. • Discounts on fuel, overnight slips, and repairs at more than 850 marinas nationwide
3. • BoatU.S. will pay up to \$50 per incident On-The-Water Towing with your basic membership
4. • Higher-option per incident towing service levels are available up to Unlimited
5. • Access to high-value, low-cost group-rate boat insurance
6. • Full year subscription to the award-winning *BoatU.S. Magazine*
7. • An effective lobby that fights unfair taxes, fees, and government regulations that target boat owners

Because of this special arrangement, you can get 50% off the regular annual dues rate of \$25 when you join BoatU.S.

- the nation's largest Association of recreational boat owners. Your dues are only \$12.50 for the year!
- (\$15 for International Members – regularly \$30)
- 

For more information, and a Membership Application contact Randy Carie-LSC Secretary/Treasurer 2009 ([randycariec22@yahoo.com](mailto:randycariec22@yahoo.com))

If you are renewing your BoatU.S. Membership, be sure to mention our Cooperating Group ID number GA84512S to get the specially reduced rate.

Club officers encourage you to take advantage of this valuable program that is available only to BoatU.S.

### **Win \$25,000 with the BoatUS Wave of Fortune sweepstakes!**

Join, Renew or Sponsor a new BoatUS Member and you'll be automatically entered to win \$25,000!

To increase your chances of winning \$25,000 we have created DockIT the boating game of skill

By playing DockIT not only will you increase your chance of winning \$25,000 you will also have a chance to win our weekly and monthly prizes.

One winner will be chosen weekly to win great BoatUS Gear so play DockIT often for your chance!

Monthly prizes, sponsored by different departments within BoatUS, will also be awarded to one lucky winner. 2

2 <http://www.boatus.com/membership/waveoffortune.asp>

Any and all information received from Boat U.S. will be displayed in the Club bulletin board for every to review.

## You Can Help Keep Lake Freeman Clean

Want to sail on a cleaner Lake Freeman? Just make a tax deductible \$7 contribution to The Shafer & Freeman Lakes Environmental Conservation Corporation (SFLECC). You may not know it but SFLECC is the owner of the lands under and the shorefronts surrounding Lakes Freeman and Shafer. It was formed in 1994 to take ownership of the lakes from NIPSCO. SFLECC is a non-profit corporation whose mission is to promote the welfare and enhancement of the Shafer and Freeman Lakes; manage the shore frontage; and reduce the buildup of silt. You have probably seen a SFLECC dredge or clean up barge in operation on the lakes from time to time. This summer more extensive dredging operations will be conducted on Lake Freeman. In addition to dredging and general cleanup, SFLECC has built nine silt traps on tributaries leading into Lake Shafer and Freeman.

SFLECC is funded through shoreline license fees, state grants, the White County Innkeepers Tax and private donations. The Lafayette Sailing Club property is one of the few shoreline properties on Lake Freeman that is exempt from the annual \$50 shorefront licensing requirement. Except for a few LSC members, who own other Lake Freeman property, the majority of the LSC membership uses Lake Freeman without helping to support SFLECC in its efforts to better the environment and keep the Lakes clean.

SFLECC is moving forward. It has made enormous strides in reducing silt buildup and removing trash and flood debris from the Lakes. However, it needs continued assistance and support. It is asking that everyone who is a repeat visitor or has an interest in the environmental future of Freeman and Shafer Lakes to contribute \$7 in 2009 by purchasing an Environmental Clean Lakes Boat Sticker as a tax deductible charitable contribution. The stickers are intended for placement on boats to the left of the boat registration number. The \$7 sticker purchase also includes a discount card that is good for price reductions on purchases, including ramp fees, at several local businesses. The value of the card in discounts alone will return the \$7 contribution many times over.

Stickers are available by mail or in person from: SFLECC, 201-C N. Main Street, Monticello, IN 47960. Use the form above to purchase your sticker. A \$7 contribution from you will help enable SFLECC to keep Lake Freeman and Shafer clean!



## Environmental Clean Lakes Sticker Order Form

(To order your stickers, complete form below and mail to SFLECC office)

Number of Boats and/or Personal Watercraft	Cost/ Set	Total Amount Enclosed
	\$7	
Name: _____		
Address: _____		
City: _____	State: _____	Zip: _____

### Sail shape when sailing on a reach

**The Mainsail (pronounced "main-sul"):** For maximum efficiency a sail should have a curve, or draft. The larger the draft or curvature of the sail usually creates a more powerful sail. In moderate wind conditions, the draft should be approximately 45% of the way back from the luff (front edge of the sail), much like a wing of an airplane. In light winds, the mainsail should be set for maximum efficiency. The larger the draft or curvature of the sail usually creates a more powerful sail.

However, in stronger winds it may be desirable to flatten the mainsail.

Flattening the curvature of the sail will make it less aerodynamic and reduce the "pull" on the leeward side of the sail. This can be done by tightening the backstay (flattens the upper 2/3 of the sail), and by tightening the outhaul of the mainsail (flattens the lower 1/3 of the sail).

Tightening the backstay will bend the top of the mast backward and the mid-portion of the mast forward. This will flatten the upper two thirds of mainsail and depower the sail. However, this also moves the draft or maximum curvature of the sail aft (toward the stern). Setting the Cunningham will tighten the sail's luff (front edge of the sail) and move draft forward and back to its correct position approximately 45% of the way back from the luff (front edge of the sail).



the  
the

Tightening the outhaul will flatten the foot of the mainsail and depower the sail. Loosening the outhaul will increase the draft of the mainsail and power-up the sail. One must be careful not to cup the sail with too little tension on the foot of the sail by having the outhaul to loose. 1

1 [http://www.sailingusa.info/sail\\_shape.htm](http://www.sailingusa.info/sail_shape.htm)



**LCS Web-Site**

Visit the LSC Web-Site at [www.lafayettesailingclub.net](http://www.lafayettesailingclub.net) for current information, documents, and pictures. Reply to LSC Web-Master, Richard Goodner to have your

# SAILING INSTRUCTIONS

## Lafayette Sailing Club, 2009

In order to promote participation in the Club sponsored racing scheduled for 2009 by sailors at all levels of experience, it is our intention to keep it simple, to have fun, and to encourage participation.

### 1. RULES: These Rules Supersede Those of Previous Seasons and the LSC Handbook

- A. Races are governed by the ISAF (International Sailing Federation), the prescriptions of the U.S. Sailing Association, and the current Sailing Instructions.
- B. Penalty: The 360/720 rule will apply. In each case a 360-degree turn done *immediately* will substitute for a 720. **Immediately** means getting clear of other boats and doing the 360. (It does NOT mean a half-leg later.)
- C. Skippers will be scored by the Boat sailed..
- D. All members of the Lafayette Sailing Club may enter races by attending the skippers' meeting before a race(s). Boat owners or representatives who are not members of the LSC may race after they have been granted permission to compete, and signed any paperwork prescribed by the Club.
- E. Immediately prior to, during, and after a race(s) member occupants of the race-committee boat conducting the race shall be considered members of the race committee; with the full rights and responsibilities of a race-committee member including rule 60.2. This includes the right to protest  
a boat he/she witnesses her committing a foul, request redress for a boat, or report to a protest committee requesting action for gross misconduct.
- F. In winds under two (2) knots at the finish line, propulsion may be used to clear the finishing line AFTER a boat has received her finishing signal but only if deemed necessary to avoid interference with subsequent finishers. Propulsion is NOT a cure all for drifting into a mark after her finish signal.

### 2. SKIPPERS' MEETING:

- A. Skippers' meeting will start (30) minutes before the starting time indicated on the schedule.
- B. A majority vote of all Race Committee (RC) /Judges and BOG members present will be required to change starting handicaps (if in use) or cancel race(s) due to too much weather.
  - 1. A race is automatically cancelled or postponed if the 10-minute average prior to the race is below two (2) knots.
  - 2. It's the skipper's decision as to whether it's safe to sail. **Visible lightning** during the race **automatically cancels** the race, **do not wait** for a signal from the committee boat.
- C. Changes to the Sailing Instructions will be announced at the skippers' meeting and/or posted on the LSC notice board (located on the east side of the harbor) and club Web site.

### 3. STARTING:

- A. Two or more boats are required for a race.
- B. Starting sequence is yellow warning shape (10 minutes to start) blue preparatory shape (5 minutes to start), and red starting shape at the start for all boats except as follows:

### 4. TIME LIMIT & SHORTENING COURSE

- A. Time limits will be announced at the skippers' meeting. If the race is to be shortened by an entire lap (same finish line), the committee boat will signal **BEFORE** the lead boat reaches the final mark of a lap (not including finish marks) with the proper flag/shape. The committee boat will be flying the proper flag(s) to signal that she is ready to rank finishers.
- B. If a race is to be shortened by a leg(s), the committee boat shall set the new finish line, position herself at it, and fly the proper flag(s) to indicate the change of course and readiness to rank finishers **BEFORE** the lead boat reaches the final mark of the last leg (not including finish marks).  
Flag recognition decals may be available from the Race Committee for a small fee.
- C. Boats that have not finished twenty (20) minutes after the first boat finishes MAY be scored DNF. This is based on an hour race. The time will be reduced for shorter races and extended for longer races. It will approximate 35% of the first boat's time.

### 5. PROTESTS:

Formal written protests are discouraged. Keep clear, work it out on the water, and have fun. To protest on the water an immediate hail and red flag ASAP (Red flag not mandatory if LOA is under 6 meters, but highly recommended in any case) must be used. If you wish to file a written protest, the committee boat must be notified immediately after the race, and the written protest submitted within one-half (1/2) hour after the end of all the day's races. All decisions by the committee/judges shall be final. It is possible to reopen a protest, or appeal to a higher authority. (See ISAF Rules.)

## 6. CREW AND EQUIPMENT

- A. Boats may use any sail and equipment but use of Spinnaker must be declared at the beginning of the season and will be assumed available for use in any race. If not declared, the spinnaker cannot be used for the season in any race.
- B. Boats may add or deduct crew as needed or desired.
- C. Boats with a normal compliment of 2 or more, but sailed solo, may use an autopilot when setting or striking sails or to correct fouling of sails or lines.

## 7. SCORING:

- A. A Modified Portsmouth Rating System (Item 8) will be used. This includes using the modifications for the Beaufort Scale of Wind Velocity. All scoring decisions of the Official LSC Scorer are final.  
In the event that a protest involves redress (when sailing under the Portsmouth Rating System) or redress for aid is given, any redress given shall initially be considered in the form of time, not in the form of adjusted finishing rank(s). In the cases where the rules explicitly call for an adjustment in finishing position, such adjustments shall be made AFTER rankings are made from times corrected utilizing Portsmouth handicaps, if applicable.
- B. Committee Boat Duty: The Race Committee strongly urges each racer to serve on the committee boat at least once per season. It helps the racing program and is great experience. A racer doing RC duty will be given his or her average of races raced for the series.
- C. A maximum of three (3) average for committee-boat duty may be used per series.
- D. There will be three (3) series: Saturday, Sunday, and Long Distance.
- D. POINTS:
  - A modified long-series low-point scoring system will be used
  - **First place** is scored .75 points.
  - **Second place** is 2 points, third place is 3 points, fourth place is 4 points, and so on.
  - **DNS** (did not start) and **DSQ** (disqualified). the number of boats that came to the starting area plus three, with a minimum of ten, whichever is greater.
  - **DNF** (did not finish);—the number of boats that came to the starting area plus one.
  - **DSQ\_NE** (disqualified, non-excludable) Not eligible to be used as a throw out—the number of boats that came to the starting area plus one. A **DSQ\_NE** is:
    - 1) Fouls causing material prejudice—causing the offended boat more than one position at the time as a direct result of the infringement.
    - 2) Fouls causing serious boat damage or bodily injury.
    - 3) Unsportsmanlike or grossly-unsportsmanlike conduct. Violation may be cause for expulsion from an entire sub series, the Championship Series, and/or the entire racing season.
- F. Maximum throw outs for a series will not exceed 25% of scheduled races. In the event of cancelled races not made up, the number of throw outs will not exceed 25% of the number of races completed in a series, and will be rounded down to the next whole number.
- G. The winner of a series or season is the skipper with the lowest accumulated-points total (after removing the prescribed number of throw outs from the total).

## 8. Scoring System

The Standard Portsmouth Scoring System (SPMSS) uses the following formula

$CT \text{ (Corrected Time)} = ET \text{ (Elapsed Time)} \times 100 / HC \text{ (Handicap)}$

The handicap for each boat is found at <http://www.ussailing.org/portsmouth/pyindex.asp>.

With the following assumptions:

- That each boat placing first in each class was sailed to its true potential by a perfect crew according to flawless strategy;
- That all boats sailed the same course, experienced the same wind/water conditions and degree of interference of clear air;
- That all one-design boats conform to class specifications and rules, and use sails specified by the class; and
- That boats with multiple sail inventories (genoas, spinnakers, etc.) utilize the proper sails for the wind conditions and legs of the course.

## The Modified Portsmouth Scoring System (MPMSS)

The LSC does not assume that a boat is perfectly crewed with optimal numbers of crew, nor that all boats conform to their one-design class specifications, nor used all sails specified by the class or wind conditions. As such, adjustments will be made to the SPMSS to adjust the handicap to meet LSC conditions. The only adjustments will be for crew and sails used. No adjustment will be made for wind except as it affects crew number. Minor modifications to boats conditions, such as removal of galley, holding tanks, attachment systems, vang purchase, addition of blocks, or wenchies, are assumed to have negligible effects. However, boats with water ballast will fill ballast to class standard. These adjustments will be made as follows:

**Crew Adjustment:** Crew number is a critical factor in performance of a boat, in heavy wind they represent movable ballast and greatly influence the righting moment of the boat, and thus keep the sails from spilling wind power. However, in all winds, the skipper of a single-handed sloop rigged boat must quickly adjust two sets of sails in a gybe or tack and performance suffers as a result.

If winds are BF3 or above (see table)

Let N be the usual number of crew used in heavy air (BF3 or above), if this number is 1, then no adjustments will be made, i.e. solo is the usual crew complement.

If N= 2 it is assumed that this is the maximum and optimal number for all situations. But if single handed, then a 15% increase will be made to the handicap.

If N=3 but sailed solo the adjustment will be 25%, but if sailed with 2, the adjustment will be 10%

If N=4 but sailed solo the adjustment will be 30%; if sailed with 2 the adjustment will be 10%, if sailed with 3 the adjustment will be 5%

If the winds are BF2 or below

Let N be the usual number of crew used in heavy air (BF3 or above), if this number is 1, then no adjustments will be made, i.e. solo is the usual crew complement.

If N= 2 it is assumed that is the maximum and optimal number for all situations But if single handed, then only a 5% increase will be made to the handicap because the loss in weight is beneficial in light air.

If N=3 or 4, but sailed solo the adjustment will be 5%, but if sailed with 2 or more, no adjustment will be made.

**Sail adjustment:** A greatest impact on performance is use of a Spinnaker or not. Spinnakers are not usually used on Lake Freeman due to the shifting nature of the winds and close banks. Thus If a spinnaker is part of the normal inventory of a boat, and not used, or if a spinnaker is not part of the normal inventory and one is used, then significant adjustments need to be made in each direction for those situations. A spinnaker is normally only used for 1 out of 3 legs of a race, but adds power in proportion to sail area. A typical Spinnaker is twice the size of a 150% head sail, and increases total sail area by about 25%, thereby increasing reaching speed by about the same amount. Thus, the adjustment for spinnaker will  $25\%/3=8\%$  plus or minus to the handicap depending on if it is included in the normal complement of sails.

**Example 1.** A highlander is sailed single handed without a spinnaker in light winds (BF 1). The usual complement is N=2. The boat gets an adjustment of 5% for single handed and 8% for not flying a spinnaker, total adjustment 13%. The base SPMSS for the Highlander is 84.3. This will be adjusted by 1.13, i.e.  $MPMSS=1.13*84.3=95.2$ . If the elapsed time for this boat were 60 minutes, then the corrected time would be

$$CT \text{ (Corrected Time)} = 60 \times 100 / 95.2 = 63.$$

Example 2. A Catalina 22 is sailed single handed without a spinnaker in moderate wind (BF 3). The usual complement is N=3. The boat gets an adjustment of 25% for single handed and no adjustment for not flying a spinnaker because this is not standard issue equipment, total adjustment 25%. The base SPMSS for the Catalina 22 is 96.3. This will be adjusted by 1.25, i.e. MPMSS=1.25\*96.3=120.4. If the elapsed time for this boat were 60 minutes, then the corrected time would be

$$CT \text{ (Corrected Time)} = 60 \times 100 / 120.4 = 49$$

Example 3. An M scow under the same situation as Example 2 sailed single handed without a spinnaker in moderate wind (BF 3). The usual complement is N=1 and no spinnaker. The boat gets an adjustment of 0% for single handed and no adjustment for not flying a spinnaker because this is usual and standard for this boat. The base SPMSS for the M scow is 88. . If the elapsed time for this boat were 60 minutes, then the corrected time would be

$$CT \text{ (Corrected Time)} = 60 \times 100 / 88 = 68.1$$

In Example 2 and 3, if the M scow finished in 42 minutes while the Catalina took 60 minutes, the M scow would win. Under the previous system, if both boats finished in 60 minutes, the corrected time for the Catalina 22 and M scow would be 63 and 68.1 respectively. In a long distance race taking an hour, in the past the M scow finishes about 15 minutes ahead of the Catalina 22 single handed. So the adjustments seem to meet the conditions. These will be adjusted if needed for each series as experience will tell is the adjustments are accurate. But the same adjustment factor will be used for the entire series.

## 9. TROPHIES, AWARDS & PRIZES:

Trophies, awards and prizes will be determined by the LSC Board of Governors in consultation with the Race Committee and Official Scorer. Suggestions are encouraged.

## Beaufort Scale of Wind Velocity

(Developed in 1805 by Sir Francis Beaufort of England)

**Table I**

Beaufort Number	Wind Velocity		Seaman's Term	Sea Condition	Typical Wave Height Feet	Typical Condition Attainment Time
	(Knots)	(MPH)				
0	0-1	0-1.7	Calm	Glassy-smooth, mirror-like	Smooth	- -
1	2-3	1.8-4.0	Light air	Scale-like ripples	Ripples	1-10 min
2	4-6	4.1-7.4	Light breeze	Small, short wavelets with glassy crests	1/3	5-15 min
3	7-10	7.5-12.0	Gentle breeze	Large wavelets, crests begin to break, occasional form	1-2	5-20 min
4	11-16	12.1-18.9	Moderate breeze	Small waves, some whitecaps, more frequent form	2-3	15-60 min
5	17-21	19.0-24.7	Fresh breeze	Moderate longer waves, better formed, many whitecaps, much foam, some spray	3-4	15-60 min
6	22-27	24.8-31.6	Strong breeze	Large waves form, many whitecaps, foam everywhere, more spray	4-5	1/4-2 hr.
7	28-33	31.7-38.5	Moderate gale	Sea heaps up, streaks of foam spindrift begins	5-6	1/2-3 hr.
8	34-40	38.6-46.6	Fresh gale	Moderately-high long waves, crests into spindrift, well-marked streaks of foam	6-7	1/2-3 hr.
9	41-47	46.7-53.9	Strong gale	High waves, sea rolls, dense streaks, spray affects visibility	7-9	1/2-4 hr.

## Harbor Clean-up Day at the Club

It looks like another good turn out for the Harbor Clean-up Day. The committee boat was put back together, the leaves were burns, and the lawn mowers were made ready for springtime use. Thanks for all of your help.



Eating leftovers from the Callout at the Sportsman Inn on Friday night.

## LSC 2009 Board of Governors

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