



"THE SHIP'S LOG"

The Lynn Creek Yacht Club Newsletter



2010 Closes Up And 2011 Rolls In

By Brian Hebert

New club officers were elected, a Christmas Party to remember is now past, and some of our own ran a marathon to honor one of our own. It's been quite a send off to 2010. Look out 2011, here we come.....



Current Officers...
are listed below. Feel free to contact any of these people for more information about the club.

Commodore:
Travis Jennings
twjennings@sbcglobal.net

Vice Commodore:
Tony Guinn
tnguinn@txrr.com

Secretary:
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Treasurer:
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Membership Chair:
Janice Strong
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Publicity Co-Chairs:
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The annual club meeting scheduled for November came to pass. If you weren't there, you might've gotten nominated for a board membership. It's always good to show up to the meeting.

New board members were elected and some stayed the same. New board members were as follows:

Commodore: Travis Jennings

Vice Commodore: Tony Guinn

Social Chairpersons: Carla Koonce / Tammie Guinn

The rest of the board positions remain the same. Our thanks to the new members for serving and especially the ones who remain to serve. It takes effort from everyone to keep the process going.

Our race chair (Chuck Jacobus) reported that 8 to 10 boats had been racing for each series and that the year, overall, was very successful. Chuck managed to get a sponsorship from West Marine by way of gift certificates to award to race winners. No-doubt that helped get excitement up for racing.

Though he agreed to take the race chair position for another year, Chuck has had to back down due to health reasons. We're counting on everyone to pitch in and make an effort to assist the racing program this year.

Jean Parsons (social chair for 2010) stated that it had been a great year and wanted to thank everyone who helped her with hauling food and beverages but especially those who volunteered to cook on the grill.

Tony Guinn suggested collecting toiletries, socks, t-shirts, etc for the homeless or Mission Arlington. Brian Hebert volunteered to be the collection home for the donations.

Commodore Skip Duty reported that the LCYC sign at the entrance to the Marina had been fixed by Chuck Jacobus and the LCYC bulletin board had been redone by Keith Ford. He thanked both of them for their work.

Carla Koonce announced that LCYC had a relay team for the White Rock marathon on December 5th. Members were

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Elena Fitzpatrick, Tony Rider, German Chew, Dan Brown and Carla Koonce. Brian Hebert announced that **Connie Hebert** was currently running in the **Leukemia & Lymphoma Race** in Dallas. These members were running the marathon in honor of current lyc members who are battling this illness. Please recognize them for their giving spirit.

The **annual Christmas Party** was held at Piccolo Mondo. We had a great attendance and great food. Photos are uploaded on the lyc.org site under the photo gallery menu.

A Chinese auction was held and it got heated with a few of the specific items battled over furiously.

The first race of **Frostbite Series Racing** began Sunday, January 30th to really mild weather temperatures. Here's hoping the weather is nice to those who intend to brave the elements. The races days are tentatively scheduled as follows:

- Jan. 30th.....Race 1
- Feb. 6thRace 2
- Feb. 13thRace 3
- Feb. 20thRace 4
- Feb. 27thRace 5
- Mar. 7thRace 6
- Mar. 13thRace 7
- Mar. 20thRace 8

Make up races will be scheduled as needed. Be sure to mark your calendars and if you can't participate with your own boat, try and lend a hand as crew. Hopefully, old man winter won't be with us too long.

Thanks to all our great members for participating in club events. Have a great year.

Brian Hebert
Publicity Chair



2010 Christmas Party

Party on dude!!!! More photos at lcy.org



If you weren't there...ya missed out!

Five Important Hails

In the heat of competition, what you say is as important as when, and how you say it.

JANUARY 27, 2011 - By Dick Rose- www.sailingworld.com



The editor recently asked me to write a column about hails. Hails (i.e., “Starboard!” “Room!” or “Leeward boat”), while useful, are not required by the rules. But there are several ways in which a hail can be helpful.

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If port then bears off to duck you and you tack right in her path, you risk a collision and probably a messy protest involving Rule 16.2.

A hail will often save you from becoming involved in a rules dispute or contact with another boat. Almost invariably, contact and heated verbal exchanges will slow you down and distract you from the primary tasks at hand—maintaining maximum speed toward the next mark, picking the best track through the wind and current, and paying attention to your tactics. A courtesy hail can often help avoid a trip to the protest room, and occasionally a hail can confer a tactical advantage.

Before I list my favorite hails and when to use them, let's cover how to hail. In an emergency situation, when a serious collision is

about to happen, any member of your crew should be authorized to hail whatever words might help avert damage. However, 99 percent of the time there is no emergency and the decision whether to hail and

**...YOU CAN GET YOURSELF IN TROUBLE
IF YOUR HAIL IS NOT CONSISTENT
WITH YOUR PLAN OF ACTION.**

what to hail should be made by one person on your boat—usually the helmsperson or the tactician. The main reason for this is that you can get yourself in trouble if your hail is not consistent with your plan of action. For example, on a beat, if

you are on starboard tack approaching a boat on port, a hail of “starboard” coming from your bowman signals to the boat on port that you intend to hold your course and expect the port-tack boat to keep clear. However, if port then bears off to duck you and you tack right in her path, you risk a collision and probably a messy protest involving **Rule 16.2**.

In a moderate breeze, when the boat you're hailing is close to you, your “hailer” can simply make the hail himself, adjusting the volume of his hail to make sure he's heard. However, there will be situations when it pays to make a louder hail than just one person can make. In

that case, I suggest the “hailer” alert the crew by saying, for example, “On the count of three we all hail ‘Starboard.’” Then he can count down to coordinate the hail. This would be appropriate when the wind, waves, or luffing sails are making lots of noise or when the people you’re hailing are wearing hats or hoods that cover their ears. It’s also a good idea to hail very loudly when you want your hail to be heard by other boats in the vicinity to draw their attention to the forthcoming incident. This may increase the odds that you’ll be able to find a witness able to testify to what happened and to the words you hailed.

Finally, a loud hail can serve a tactical purpose. Here’s an example. You’re on starboard on a collision course with Eddie on port. You want to continue on starboard. Eddie has limited visibility because he has a genoa set and his entire crew is on the weather rail facing to weather with legs over the side. You don’t want Eddie to tack close under your lee bow. By having your entire crew hail “Starboard” in unison as loud as they can, the loudness of your hail may lead Eddie to think you’re much closer to him than you really are. Eddie may well tack immediately, enabling you to continue on starboard with Eddie well outside the lee-bow position in which he would force you to tack away. It’s worked for me many times.

Now, let’s get to my list of the five most important and useful hails:

1 While sailing back and forth below the line before the start, hail “Starboard” when on starboard approaching boats on port. Some of the most costly collisions occur during this period when

crews fail to pay attention to approaching boats.

2 Hail “Starboard” or “Leeward boat—keep clear” whenever you have right of way under **Rule 10 or 11** and there is any possibility that the other boat may not see you or may be getting too close.

3 When tacking into a close leebow position under another boat, hail “Tack complete—close-hauled course” the instant you are on a close-hauled course. This establishes the moment at which you are no longer required by **Rule 13** to keep clear and you acquire right of way under **Rule 11 or 12**.

4 When you’re approaching the mark, usually the committee boat, at the starboard end of the starting line to start and another boat is overlapped with you on your windward side, hail: “There will be no room for you between me and that mark.” Make your hail firmly, authoritatively, and well before you reach the mark, so there is still time for the windward boat to luff up and pass the mark to port. If you wait until the windward boat is unable to avoid passing the mark to starboard, she will have succeeded in barging her way between you and the mark.

5 Approaching a mark, if you are definitely clear ahead of a nearby boat, hail “No overlap” to her when you are about six lengths from the mark—well before you reach the zone. Similarly, if you definitely have an inside overlap on a boat well before the zone, hail “Overlap” to her at that time. These hails can be helpful in two important ways. First, they establish your position at a time when the overlap between you and the other boat either clearly exists or clearly does not exist. Then, if the other boat

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Chillin N Grillin

This section is for relaxing after the races. If you've got a favorite grilling recipe or drink recipe you'd like to share, send it in with a photo of the dish or drink. We'll print it for everyone...

El Dorado Hot Chocolate

Recipe courtesy foodnetwork.com



Ingredients

3/4 cup sugar
1/4 cup water, plus 2 tablespoons
8 ounces finely chopped semisweet or milk chocolate
6 cups milk
6 ounce cinnamon flavored liqueur (recommended: Goldschlager),
3 ounce golden rum

Directions

Stir the sugar and 2 tablespoons of the water together in a heavy-bottomed saucepan. Cover and bring to a boil over medium heat. Uncover and continue to cook, swirling the pan but not stirring, until the sugar is a dark golden caramel, 7 to 10

minutes. (It should smell slightly burnt.) Pull pan from the heat and carefully pour the 1/4 cup water into the caramel. Take care; it may spatter a lot. Whisk until smooth and allow to cool. (The burnt caramel can be held for up to 2 weeks at room temperature.)

When ready to serve: Put 3 tablespoons of the burnt caramel into 4 mugs or cups and top evenly with the chopped chocolate. Bring the milk to a simmer in a medium pan over medium heat. Pull pan from the heat and add the Goldschlager and rum; pour over the chocolate. Serve El Dorado Hot Chocolates with a spoon to stir the layers together.

Cook's Note: Goldschlager is a cinnamon flavored liqueur with small flecks of edible gold.

Slow-Cooker Brisket Sandwiches

Recipe courtesy foodnetwork.com



Prep Time: 30 min
Cook Time: 8 hours
Level: Easy
Serves: 4 servings

Directions

Heat the vegetable oil in a large skillet over medium-high heat. Season the brisket with salt and pepper, then brown on all sides, about 10 minutes, adding the garlic in the last 2 minutes. Transfer the meat and garlic to a 5-to-6-quart slow cooker. Pour the beer into the skillet and simmer 30 seconds, scraping up the browned bits from the pan; add the beer mixture to the slow cooker.

Nestle the celery around the meat and add the brown sugar, tomato paste, vinegar, mustard, soy sauce, bay leaves and paprika. Stir, then cover and cook on low 8 hours or on high 6 hours. Transfer the meat to a cutting board and let rest 10 minutes, then thinly slice.

Serve on brioche halves with coleslaw; drizzle with the cooking liquid.

Per serving: Calories 474; Fat 16 g (Saturated 7 g); Cholesterol 128 mg; Sodium 265 mg; Carbohydrate 18 g; Fiber 0 g; Protein 61 g You'll have plenty of leftover brisket: Use it in tacos, quesadillas, chili or even on a pizza.

Ingredients

2 tablespoons vegetable oil
1 5-to-6-pound first-cut or flat-cut brisket, cut into 3 pieces
Kosher salt and freshly ground pepper
4 cloves garlic, smashed and peeled
1 12-ounce bottle stout beer
4 stalks celery, cut into large pieces
2/3 cup packed dark brown sugar
1/2 cup tomato paste
1/2 cup red wine vinegar
1/3 cup dijon mustard
1/3 cup soy sauce
2 bay leaves
1 teaspoon paprika
2 brioche or other rolls, split open and toasted
Coleslaw, for serving

Five Important Hails... (continued)

later claims to have obtained a last-second overlap or to have broken an overlap just before the zone, the onus rule (**Rule 18.2(d)**) will favor you should you end up in the protest room. What's more, your hail will almost always distract the other boat's crew and lead them to say something like, "Hey, we're no where near the zone!" You may find that the distraction buys you a gain of a few feet.

I am sure that many of you have discovered other useful hails. Please e-mail me (editorial@sailingworld.com) telling me about them, and I'll devote a future column to reporting on your favorite hails. Thanks!

"Tack or cross?"

In many fleets these days, the hail you hear most often is, "Tack or cross?" It's most often made by a port-tack boat on a windward leg that would like to cross in front of a starboard-tack boat, but isn't sure she can do so without forcing the starboard-tack boat to alter course. The hail is shorthand for "Waive me across your bow and, if need be, bear off to let me cross. If you don't, I'll leebow you and force you either to tack away or to live in my bad air." If the starboard boat wishes to continue on starboard, it makes sense for her to respond to the hail by hailing, "Cross" and sig-

naling to the port-tack boat that she may cross ahead. If you waive her across, it is my opinion that you must let her cross and not protest her, even when you have to bear off to do so. Failure to let her cross or protesting her might leave you open to being successfully protested for breaking **Rule 2, Fair Sailing**.

You are, however, under no obligation to waive port across. You may sail on without responding at all. In that case the port boat is required by **Rule 10** to keep clear of you. If you don't wish to waive port across, I recommend that for safety and clarity you respond to port's hail by hailing back "Starboard—keep clear of me."



Get Your Water Systems Ready for Winter

Drain and flush your tanks and hoses, then protect them with non-toxic antifreeze.

JANUARY 25, 2011 - By Steve D Antonio - www.cruisingworld.com



***T**here are a variety of approaches to laying up a vessel's potable- and black-water systems. Here's how I went about it when I managed boatyards and was responsible for winterizing hundreds of vessels.*

To the greatest extent possible, empty the potable-water system. If the tank has a drain, open it and let the water run out with the aid of gravity rather than running the pump. This saves wear and tear on the motor and will flush your bilges and exercise your bilge pumps in the process. After making certain that the circuit breaker is off and tagged for layup, empty the water heater as well. Some units have a drain cock, but if yours doesn't, simply remove the lower, cold water-in hose.

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Get Your Water Systems Ready for Winter....(Continued)

Disconnect the inlet hose to the potable-water pump and allow any remaining water to drain. Cycle the pump for a minute or so to allow it to continue to pump out any water remaining in its chambers.

If you have access to clean, oil-free compressed air (it's what painters use when spraying), this is an ideal way to remove any remaining water from the system. Disconnect the outlet hose from the pump and apply air pressure of no more than 25 psi to the plumbing leading to the rest of the boat. Open each hot and cold faucet and allow the water to be pushed out. If you have one, don't forget to flush the fresh-water toilet.

Before adding non-toxic antifreeze to protect the tanks, fixtures, and hoses, bypass the water heater by installing a connector between its in and out hoses. Once antifreeze has entered the water heater, it's difficult to remove the taste and smell, and it can cause foaming. For the same reasons, instead of pouring gallons and gallons of non-toxic antifreeze into the potable-water tank, allow the boat's potable-water pump to draw antifreeze out of the containers.

Next, cover or reconnect any disconnected plumbing to prevent debris or insects from entering them during the layup. When it's time to recommission the system, simply run fresh water through the system in the same way that you did the non-toxic antifreeze, then reconnect the tank and water-heater fittings.

Sanitation systems require their own brand of layup. Make certain that the holding tank has been pumped out. Then add fresh water to the tank and pump it out again, using the overboard discharge pump, to flush it as well. Then pour non-toxic antifreeze into the commode(s) and flush. The quantity of antifreeze depends on the length of the hose runs; if in doubt, more is better. Remember to cycle the overboard discharge pump again to fill it with non-toxic antifreeze. If the heads use raw water, then their inlets need to be disconnected from the seacocks, and non-toxic antifreeze should be drawn into the hoses. Beware: Most manufacturers of PVC sanitation hose recommend against the use of alcohol-based products, which includes non-toxic antifreeze. In this case, make every effort to purge as much antifreeze from the system as possible.

Steve D'Antonio offers services for boat owners and buyers through Steve D'Antonio Marine Consulting (www.stevedmarineconsulting.com)

When to Lead 'Em Back

There's truth to Dr. Stuart Walker's adage of "Cross 'em when you can," but there are situations where it's best to tack and lead the pack, especially at the top of the course.

NOVEMBER 2, 2010 - By Terry Hutchinson - www.sailingworld.com



At some point in every race, and especially in the top half of the beat, you'll be faced with a seemingly easy decision: "Should I cross (or pass behind) this pack of boats, or should I tack and stay with them?" The decision, however, is rarely straightforward. There are a lot of variables to weigh before making the call, and often very little time to do so. The choice between a tack and a dip can make all the difference in how you get to, and out of, the top mark.

Leading back on the open course, by tacking underneath a group of competitors, takes patience and speed. Speed will lead to patience and allow this conservative tactic to work more often than not. As a big fan of conservative mid-

line starts, I continue to work on this concept in an effort to sail consistent, low-risk races. No one situation on the racecourse will be the same, however, so the focus here is to provide a couple of helpful tips that will hopefully work, and give

you higher top-mark percentages.

First, let's revisit speed and patience. The two go hand in hand, but it's always worth reiterating the point that solid, conservative tactics start with good boatspeed. There's

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no way around it. As a team, make sure you're committing the appropriate amount of time and energy into developing boatspeed; everything else will fall into place.

Now, back to the subject at hand. When determining where I am on the racecourse and whether to lead a group back, I weigh three factors in my decision-making process: time to layline, traffic management, and windshift.

Let's first examine time to layline.

The closer I am to the opposite-tack layline (for example, on starboard tack approaching the port layline), the more likely I am to tack under the group. The reason is simple. Allowing a group of boats to get bow out on the long tack increases the chances of them passing you. Even if you can cross a group of boats, there is a 50-percent chance of being passed because of a windshift favorable to them. If I

am within 2 minutes of reaching a layline, especially the port-tack layline, I will most likely tack underneath and lead a group (or even a single competitor) toward the top mark. The likelihood of being passed because of a shift is small, and, realistically, if the shift goes

The closer I am to the opposite-tack layline, the more likely I am to tack under the group.

toward the boats that are to the right or left, they were probably ahead already.

Otherwise, if I'm close to the top mark on port tack and looking to get in line, I won't lead them back. This would be in situations in which I have less than 2 minutes sailing time to the top mark on the starboard-tack layline.

With more than 2 minutes, there's a greater chance of either overstanding the top mark or sailing slow in the starboard parade, so I'd be inclined to tack underneath and lead back on an inside track, looking for an opportunity to get in line closer to the mark. In a persistent shift, rather than leading a group back, I'll cross and set up to windward to be in position to take advantage of the shift.

The decision to lead back or not is most difficult when you're halfway up the beat. When leading a group, I try to position the boat as close as possible to the pack, but still bow out. If you look at it from the perspective of sighting from where the helmsman sits, you always want the helmsman to turn his head to windward and see the windward boat just over his aft shoulder. The closer you are to the windward boat, the more disruptive your po-

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Pro Tip: Leading on the Run - If we're talking about a gate mark or the bottom of the course, I always prioritize clean air, wind shifts, and the direction I want to be going—in that order. Sometimes, you have to go the wrong way for clean air, but that is a gain over somebody going the right way, but sailing in dirty air.



sition will be. However, I never put myself so close that it prevents me from sailing my preferred mode.

What happens if you have to deal with a persistent windshift and traffic management? There's a balance. If I'm approaching a group of five (it all depends on fleet size) or more boats, and I'm on the lifted tack with the times even to either layline, the decision is easy: sail the shift, even if you have to dip all five. Make every dip close! While dipping is no fun, as long as you're in phase with the wind, you will be sailing the shorter distance to the top mark and against the traffic. Be careful in this scenario, however, because if you are truly on the lifted tack, then you can expect one of these other competitors to know it and tack on you. In the same scenario, and if the shift is even (meaning not headed or lifted), I will balance the traffic versus being able

to sail my boat's mode because bad traffic is just as bad, if not worse than, a bad shift.

Also consider every boatlength that you dip as a step down the imaginary ladder rung. The top of the ladder gets you to the top first or in the lead group. I use this concept to lead back. If, by tacking under a group in the middle of the course, I can go into a holding pattern, sail my mode, and wait for the next obvious decision, then I have, in effect, kept myself on the same ladder rung as the lead group.

In the middle of the course, with your bow in the front row, even though boats are getting leverage toward the sides, I am essentially using my boatspeed and patience until a higher percentage move becomes obvious. The most important point to consider with the ladder rungs as an example, is tack loss. Every tack costs boatlengths,

so you must balance the tack loss against the dip loss. The best tacticians will do as little as two tacks on a beat and as many as five with the same result. So be mindful to not tack yourself up the middle of the course in an effort to play it safe as that won't work either.

While we've discussed traffic already, I'd add that traffic on the starboard-tack layline must be avoided like the plague. If you have the option of either overstanding or tacking underneath the group and weaving through a couple of boats at the mark, take the latter, as doing so will keep you in the game. Overstanding by five or six lengths is succumbing to the inevitable. If, by tacking under the group and leading out of the right-hand side you have avoided traffic and kept your nose clear, there's a good chance you are in a better spot at the top mark than had you overstood the layline.

Know Your Mode

OCTOBER 27, 2010 - By Sam Rogers - www.sailingworld.com

Observing your speed and height relative to boats around you is only half the battle. The other half is knowing how to make adjustments as conditions change.



More often than not, the boats at the front of the fleet have good baseline boatspeed, and more importantly, they have the ability to recognize their “relative mode” compared with the boats around them.

It's easy to look smart tactically when you have great boatspeed, which allows you to work out of tight spots on the racecourse and hold a lane in steady conditions. But what happens when conditions change throughout the day? You find yourself fast in breezy conditions, but cannot seem to make the boat go when the pressure drops for a short period. Suddenly, you can't hold that lane, or you are unable to stick the leebow tack that would have sawed off the boat on your weather hip. Instead of being a half boatlength ahead at the windward mark, you're finding yourself a length behind and buried in the crowd.

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More often than not, the boats at the front of the fleet have good baseline boatspeed, and more importantly, they have the ability to recognize their “relative mode” compared with the boats around them. They make appropriate changes to their sail trim, sail and rig controls, and rig tension to ensure the boat is moving as fast as possible for the conditions as they change. With a little bit of homework, and with consistent heads-up sailing, you can too. It all boils down to knowing your mode.

Recognizing this “relative mode” (relative to others, that is) is the starting point. From here, you’ll determine whether you’re in a good mode or a bad mode. Your relative mode is a gauge of your angle (height) and speed compared to the boats nearest to you on the racecourse. Recognizing this mode, and adjusting in and out of it effectively, will allow you to defend your lane when you need to sail a little bit higher to catch an edge of a puff, or put the bow down and go fast to get across the fleet on a lifted tack.

To have a good relative mode, you must establish a good baseline tune for your boat. For most one-design classes, comprehensive tuning guides can be obtained from sailmakers in your class who have spent a lot of time figuring out what makes your respective boat go in specific conditions. In scow classes, for example, most tuning guides are written by Harry Melges III, who has won just about every scow class championship and is a trusted source when it comes to tuning. Not only do these tuning guides have recommendations for good baseline tuning numbers, but also what to do with your tuning as conditions change. Most of the time

this will involve a precise number of turns on or off the shrouds, which can be done on the fly, if your class rules allow. If you’re starting fresh and looking for a quick guide to good shroud tension, I’ve found that in almost every one-design class in which I’ve sailed, a good base tune means having the leeward shrouds just dancing when your sails are fully trimmed.

To maintain top boatspeed and preserve a “good” mode in changeable conditions, you must understand the tools and controls that are in your arsenal. Scows, for example, have numerous controls that can drastically change the mode of the boat in a given condition. In Lasers or Optis, however, it’s often a matter of weight movement or simply steering your boat higher or lower and changing your height-to-speed relationship depending on what the boats around you are doing. Generally speaking, your vang, backstay, traveler, outhaul, and cunningham are the tools you’ll use to depower the rig and sail plan when the breeze begins to build.

If you find yourself in a high-and-slow mode in a building breeze, tightening one of the above controls will help to flatten your sail profile and help ease the pressure on the foils, resulting in more speed and less height. Conversely, too much of one control in lighter conditions will result in the boat being lower and same speed or slower, relative to other boats. In general, for light air, the fewer controls, the better. There are times when changes to your mode can be made by simply adjusting sail trim, and there are other times when, if you feel your trim is accurate and you’re not getting the results you

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You can sometimes tell your relative mode by the feel of the boat, but the most effective way is to make comparisons with the boats nearest to you on the racecourse.

want, more drastic changes to controls will be needed.

You can sometimes tell your relative mode by the feel of the boat, but the most effective way is to make comparisons with the boats nearest to you on the racecourse. Make someone on the team responsible for observing and reporting your relative mode every 20 to 30 seconds. Once that person has something to report, the information should be kept simple and easy to process: For example, “higher, slower than the boat to weather.” From this observation, boatspeed

changes can be made accordingly to shift out of a bad mode, or to maintain a good mode. It’s important for the person reporting to be diligent because changes will be made based on the information give. If the reporting stops or gets inconsistent, it becomes very difficult to know if the changes being made to boatspeed are effective.

Putting together the tuning, the controls, and the information feed needed to maintain top boatspeed will require processing the type of information that is being reported, and knowing how to quickly

change modes. Below is a cheat sheet on the types of modes you can have with other boats on the racecourse and some general rules to make good adjustments. All boats are different, and it is important to understand which controls have the fastest, most dramatic changes

BAD MODES

Report: “We’re lower, same speed to the boat to leeward.”

Remedy: Power up by easing controls; most immediate would be backstay or vang. Ease controls incrementally. Observe any changes. You could also try trimming a touch

harder, heading up slightly, and converting speed into height.

Report: "We're lower, slower."

Remedy: Ease controls and make observations. If that doesn't work, you may need to consult your tuning guide and re-measure shroud tension and mast rake.

AVERAGE MODES

Report: "We're higher, slower."

Remedy: You most likely need to depower and convert some of your height into speed. Harden vang, cunningham, or backstay, and ease the traveler down. Ease the sheets slightly and put the bow down as well. If you're trying to maintain a lane with a boat to leeward and ahead, or if you are attempting to work your way to more pressure, you can stay in this mode and not change a thing.

Report: "We're lower and faster."

Remedy: You need to convert some of your speed into height and power up your sails. Try less vang, backstay, or cunningham, and bring the traveler up a bit. Try a slightly tighter trim. This could be an OK mode, tactically, if you're struggling with the boat to weather, or if you want to roll a boat to leeward.

Report: "We've got same height, same speed."

Remedy: No changes required. Maintain this mode and be ready to convert some of your speed or height if needed in a tactical situation.

GOOD MODES

Report: "We're higher and faster."

Remedy: No changes required, but be ready to convert the height-to-speed relationship when needed.

Report: "We're higher, same speed."

Remedy: No changes required, but be ready to convert the height-to-speed relationship when needed.

Knowing and understanding your relative mode is often like hitting a trick shot in golf; once you can hit the ball straight, then you can start to work on your fade or draw. Once you have established a good baseline tune on your boat, then you can start to play around with your controls and change your mode for a given condition, either matching the height and speed with the boats nearest to you, or even better, sailing for the coveted higher and faster mode. To always know your mode and have the ability to change it, you must have a clear understanding of how the controls and sail trim affect the overall performance of the boat, and have clear observations about your speed and height.

THE LEUKEMIA CUP REGATTA



The Leukemia &
Lymphoma Society

LCR 2011 Dates

Centerboard Boats

Dates: 4/30 - 5/1

Corinthian Sailing Club

White Rock Lake

Keelboats & Multihulls

Dates: 5/6 - 5/8

DCYC

Lewisville Lake

2011 DCYC Chairpersons

David Butler & Debbie Adams

Co-Chairs

TBD

\$125,000.00 Raised in 2010



THE SHIP'S LOG CLASSIFIED ADS



Divorce Sale: 1979 Morgan Out Island 33' \$14,280

Heavily equipped for cruising with hardtop. Major rebuild in '04. Sailed from Key West, FL to Corpus Christi, TX in May '05. Boat has been slipped at Corpus Christi City Marina ever since. Boat needs some cosmetic and engine work but is primarily in good cruising condition. **SELLING AS IS.** Too many details to list here. Many details are available at www.MorganOutIsland.com.

EQUIPMENT FOR SALE

Spinnaker Pole 12.2' for Catalina 27. Forespar, Ultra Series Ends. \$250. **Jay Hoppenstein 214-240-4920**

Lewmar Double Rope Clutches. For 3/8 to 7/16, 10 to 12 mm line. Excellent condition. Retired because smaller diameter of line was replaced. \$60. **Jay Hoppenstein 214 240 4920**

2003 HONDA MARINE OUTBOARD 5 hp. One of the finest outboard motors on the market. It's a long shaft, and has been so lightly used that it still appears new. I am the 2nd owner, and used it only infrequently to motor my 22' sailboat in/out of its slip and into the inner harbor. The 1st owner hardly ever used it. It may have only a total of 20 hours. Local Honda dealer has serviced it. New models cost over \$1,500. You can purchase this one for only \$700. **Contact Emmett @ 940-498-2485**

SAILBOATS FOR SALE



Cheoy Lee Frisco Flyer, 1960 25 #745, Lake Travis, Austin, Price reduced 8/18/10 to \$2,755, 3 ton teak hulled sloop, Yanmar 1Gm diesel, bottom job 06, hull painted 09, full keel, working jib and full batten main, sunbrella cabin cushions, groundtackle, boom tent, digital depth, whale gusher and autobilge, dragon

SAILBOATS FOR SALE

carvings, gold plated portlights, solar vent, blower, swim ladder, tile galley tops, Spruce mast, bermuda rig, wet slip available on Lake Travis, Austin. **Email Jeff at jste420@hotmail.com or phone 512-785-6609**



Cal 2-27, 1976, Lake Canyon Yacht Club, Canyon Lake, Texas, Price reduced to \$8,600, This is an outstanding cruiser with a good turn of speed. She will out sail and point a Catalina 27. Mostly fresh water boat with a three year exception. Atomic 4 30 hp gas engine runs great excellent condition Harkin roller furling jib, Spinnaker, Digital depth sounder, VHF/FM radio, CD Player, Compass, Battery charger, Two Batteries, Monomatic marine head, Galley runs the entire width of boat aft in main salon with 60 lb. ice chest and stainless steel sink with hand pump. Microwave Oven. Fresh water tank is 20 gallons, Head area includes large hanging locker and

SAILBOATS FOR SALE

vanity area with sink and hand pump, Lots of teak in galley, main salon and head that is in good condition and looks great! Bimini, Cockpit Cushions, Re-upholstered interior. **Email David at cherish@fbcuc.org or phone 210-334-7120**



Sovereign 23 foot, 1982, Lake Conroe, Houston, Texas, \$5,000, Price reduced 12/7/10 to \$4,750, I have 2 of these boats a 81 and 82. I redid the 81, which is in the sailboat gallery, but do not have time to finish the 82. You get over a 1,000 worth of materials and should not have to buy anything else. It's a great boat for down here along the coast and has a teak and mahogany inside cabin with a lot of storage. It just needs to be finished and you have a perfect guide to finish it with my other 81 and any advice you want from me. It comes with a trailer, a honda 82 7.5hp motor, runs great and bimini. It has a new headliner and new ports too it. It had a new fish depth finder not installed, new compass installed, and new hardware for up top not installed. Down below the main thing I like is rear port enclosed head, plenty of storage, power water sink, VHF, marine radio player, new switch panels. It comes with stripper and epoxy system to seal hull and bottom paint. Also hull paint and new hardware for the lines. It is missing the lines but will buy them new for you to replace them. An-

SAILBOATS FOR SALE

other great quality of the boat is that it is shoal draft and heavy and can be sailed out in the open water or on a lake. I stay weekends on mine here on the lake. This boat was bought on the lake and had never been in a salt water environment. **Email Fred at ask4fred@aol.com or phone 281-844-6409**



Columbia 22, 1969 with trailer, Dayton, Texas, Price reduced to \$2,500, Good old boat ready to sail. I've been keeping her on Lake Conroe all year and sailing her just about every weekend. She has tags good thru 2012, a couple of life jackets, and a throwable. Just pulled her out of the water last weekend. Trailer is useable but needs a bit of work. Built in Sea toilet, 2 burner coleman stove, Sink w/ hand pump and 7 gal, H2O storage, Built in large ice chest, Sleeps 4, Large self bailing cockpit with cushions, 5 hp outboard and 5 gal gas tank. Runs great. **Email Shawn at shawn_loonam@hotmail.com or phone 936-776-9219**



Cal 27, 1975, Lake Ray Hubbard, Dallas/Rockwall, Texas, \$10,000, Price reduced 1/27/11 to \$7,220, This is our twenty-seven foot 1975 Cal sailboat, which my family has owned for ten years now. We used to sail it several times a month, but as spare time grows shorter and slip rental stays constant, it's time to sell the "Blew By U." We take it around the marina every once in a while to keep the outboard running well, but the boat has only been out on the

SAILBOATS FOR SALE

open water a few times in the last three or four years. The boat is in good condition for its age. Small refrigerator, Cold A/C, Johnson outboard, CB radio, Plenty of storage space, Two sinks, Fold out table, Toilet, Sleeps four, Upholstery redone in Red Lobster print a few years ago, Recent carburetor work on the outboard, Fore sail is in good shape, main sail fair, Overall this is a great boat for weekend trips, learning how to sail, or just enjoying the lake. It's currently located on Lake Ray Hubbard, between Dallas and Rockwall, and I don't have a trailer to move it. It can either be used on this lake or you could make arrangements to have it moved. E-mail me for more info and pictures. **Email Jim at jdoublek2007@hotmail.com or phone 214-686-0223**



San Juan 24, 1977, Coldspring, Texas, Price reduced to \$4,500, #849 Completely refurbished 2009 - Brightsides polyurethane topsides paint, Epoxy barrier coat and Petit Trinidad bottom paint, new interior cushions, all-new electrical system, all woodwork refinished, toerails and all deck hardware re-bedded, new sheets & halyards. 2 sets sails - main, working jib, genoa each. 1 set fair and 1 set very good condition, plus spinnaker. New Tohatsu 6HP with very low hours included or we'll keep for \$900 less. Great light-air boat, speedy but can be physically demanding in heavy weather. Berthed on Lake Livingston, Texas, slips available in a very nice marina inside a gated community. No trailer included in sale; can provide a contact for trailers at \$1800-\$2000. **Email Brent at brent@jbcmusic.com or phone 832-928-6762**



Lancer 38, 1982, center cockpit, Lake Texoma, Kingston, Oklahoma, \$32,000. A lot of boat for the money roomy and fast for its size. Always been in fresh water. Makes great lake cabin as well. Last surveyed in 2008. beam 12', draft 6'3", disp 15'000lbs, ballast 4,000lbs, engine volvo penta saildrive 35, mainsail with doyle stack pack also have regular sail cover too, roller furling genoa, whisker pole, electronics include gps/ depth and a autopilot, plow style anchor, Boat has a windlass it works but has not been installed, large forward storage locker, boat has new life lines new running rigging, queen bed aft and full

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size bed forward, boat has air condition and heat, new fridge in galley w/ seperate freezer also has a top loading fridge, microwave and propane stove/oven, double sink, water heater, electric or manual head, swim platform. **Email Dustin at fordeckokc@yahoo.com or phone 405-613-0156**



Buccaneer 25 ft., 1978, Lake Travis, Texas, \$3,500, 25' Gary Mull design Buccaneer. Length 25', Beam 8', Draft 3.5'. Re-rigged with J24 mast, fast and balanced. New VC 17 bottom paint. Must sail to appreciate. **Email Tim at tw.arnold@gmail.com or phone 361-774-8354**



Sea Sprite 23, 1981, Clear Lake, Texas, Price reduced 1/21/11 to \$3,500, LOD: 22'6", LWL: 16'3", Beam: 7'0", Draft: 3'0", Disp: 3350 lbs, South Shore Harbour Marina, Pier 8. Carl Alberg design, built by C.E. Ryder. Overall good condition, could use varnish touch-up and new bottom paint. 5 HP Honda 4 Stroke. Practically new jib from Cameron Sails in Clear Lake, Mainsail is tired, but serviceable, Original Genoa, Sunbrella cockpit cover. **Email John at johngermany@gmail.com or phone (713) 306-5586**



Merit 25, 1983, Austin, Texas, \$4,750, Great racing and overnighter. fixed keel, 4'draft, 1997 5 hp Sears Gamefisher outboard, gently used main and head sails (bought used racing sails from a J24), second head sail, spinnaker and pole, light air & moderate to heavy spinnaker sheets, traveller, bow and stern rails with lifelines anchor, portable head, sink and interior cushions. Fast, responsive, nice lines and comfortable.

SAILBOATS FOR SALE

Email Hazel at hsanchez@lawoffices.newsouth.net or phone 512.663.2390



Spindrift 22, 1985, Lake Lavon, Wylie, Texas, \$5,000, (with trailer and hydro hoist). Shoal keel with centerboard, ideal for lake sailing. Boat in good shape with only minor cosmetic work needed (in process of refinishing teak). Has a 2007 Yamaha 4 stroke 4hp motor in excellent condition. Pop top, sink, alcohol stove, working cabin and running lights. Sloop rigged with main and 110 jib, in decent condition. (old but 1 minor tear on main which is patched). Sleeps 4 in a nice sized v berth for 2, and 2 single settees. Anchor with rode, anchor well. Comes with trailer which is in good shape, wiring may need to be redone. Hydro hoist is included in the sale, will save you literally thousands by eliminating need for bottom paint every few years. More pictures on request. I have had boat for 10 years and have loved it. Only reason I am selling is that I am going to a bigger boat. I will miss her. **Email Max at Carrmax@tx.rr.com or phone 469 774 8082**



S2 8.0, 1983, Cedar Hill, Texas, \$12,500, Price reduced 11/20/10 to \$10,350, Harken Furler, Garhauer Rigid Boom Vang, 15 HP gasoline inboard engine, Sails recently reconditioned, Harken Furler, Garhauer Rigid Boom Vang, 15 HP gasoline inboard engine, Sails recently reconditioned. **Email Robert at rwellis2831@yahoo.com or phone 469 964-1004**



Ericson 381, 1984, Corpus Christi, Texas, \$45,000, Garmin Moving Map, XM Satellite & Weather, In-

SAILBOATS FOR SALE

verter, Microwave, A/C, Racing and Cruising Sails, Sleeps 6, Full Galley, Stand up shower, Great Sailing Boat, **Email Mark at mrock@rocktesting.com, or phone 361 438-8755**



Freedom 21, 1984, Lake Amistad, Del Rio, Texas, \$4,500, Price reduced 1/5/11 to \$4,000, on tandem axle galvanized trailer. Easily stepped carbon fiber stay less mast. 8 hp Evinrude engine. Full batten main sail, good condition. vHood jib sail, excellent condition. Radial spinnaker with sleeve, both in excellent condition. Gun mount spinnaker launched and retrieved from cockpit. vAll control lines feed back to cockpit for easy single handling. 8' beam, 3'9" draft, 500# keel. Spacious cabin sleeps four. Good storage. Can be raced PHRF. Do your homework and you will find that this is a very well made boat, and not many of them on the market. **Email Sug at sugc@wesonline.net or phone 830-734-1445**



Freedom 25, 1984, Port Neches, Texas, \$13,500, Price reduced 1/9/11 to \$12,100, Hull Number 204, round fixed mast, Johnson 6 hp long shaft outboard, gun mount spinnaker gear, new spinnaker sleeve with new radial spinnaker, two staysails (one brand new), Haarstick Main. EZ Loader trailer included. Boat successfully raced PHRF. **Email Jim at jjspearson@sbcglobal.net or phone 409-365-4565**



Samson 32, 1990, Lake Texoma, Texas, \$29,900 Blue water cruiser, Cutter rigged, double ender, 12ft beam, 22,000lb disp[apx], 5.5ft draft, Perkins 35hp Diesel, 24 mile Furuno radar, 12 volt fridge, Seaward

SAILBOATS FOR SALE

2 burner stove w/oven, Aries windvane, 7 sails, Pro Furl furling jib system, many extras, Caribbean veteran. Ready to cruise the world for not much money. Will consider trade for late model 5th Wheel RV or property. This is a Colin Archer design dependable Blue water boat, similar to a Westsail 32 but with a taller rig for better performance. The hull is of ferrocement/epoxy coated so no blisters or hull problems, professionally done [no junk]. **Email Monty at mabnation@yahoo.com or phone 903-523-5971**



Beneteau 35s5, Deep keel version, 1989, Lewisville, Texas, \$67,000, Price reduced 12/14/10 to \$60,000 Want elegance and speed? The Beneteau 35s5 is without a doubt a perfect compromise. Philippe Starck designed interior and Jean Beret hull. This boat has been in fresh water her whole life and has all the extras. Professionally maintained by an industry professional. OPTIONS: 17k btu Mermaid air, 29hp Volvo with 240 hrs, 2 blade Gori folding prop, 17" flat screen with DVD wired for surround sound., 700 watt stereo with 10 disc changer, remote, ipod hook up and Bose outdoor speakers, 6 sails, all in excellent condition. some new. Lazy jacks, Ray Marine speed, depth, wind and autopilot, rod vang, bimini top, 2 anchors, 1 fortress never used, Spinnaker gear, Numerous spares too many to mention. **Please email for specifics Steve at j80lemay@aim.com**

Minor sewing repairs for sailcovers, bimini's, etc. Can make hatch covers, winch covers, companionway cover, etc.

**Donny and Danine Goforth home
817-561-7990
cell
817-797-6637**