

Fair Winds

THE CREVE COEUR SAILING ASSOCIATION NEWSLETTER
Available for download at www.sailccsa.com



March 2019

WINTER SOCIAL, February 2

(All Race Days begin at 2pm)

Race Day 1 April 28

Race Day 2, May 5

Race Day 3 June 2

Race Day 4, June 9

Race Day 5, June 23

Race Day 6, July 7

Race Day 7, July 21

NAVAL BATTLE, July 28

Race Day 8, August 4

RUBBER CHICKEN RACE AND PICNIC August 18

Race Day 9, September 8

Race Day 10, September 22

Race Day 11, October 6

Race Day 12, October 20

FALL BANQUET, November 16

BOATYARD CLEANUP DAYS

(All Boatyard Cleanup Days begin at 8am)

April 6

May 4

June 1

July 6

August 3

September 7

October 5

BOARD MEETINGS

January 28

February 25

March 25

April 22

May 20

June 24

July 22

August 26

September 23

October 28



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2019 Dockside Dates

Commodore's Corner

HELLO EVERYONE, IT HAS BEEN A VERY LONG AND ROUGH WINTER, SO LET'S GO SAILING.

Well, we may have to wait just a bit, but the sailing season is coming up soon. Bill Kline has a very good article on things to look at to prepare for the sailing season.



But first things first. Have you sent in your membership and boatyard forms yet? We need these ASAP. The board does a lot of work preparing for our club and it all centers around you sending in your forms.

Ed Humble was elected our new treasurer this year along with Charles Bell elected as a board member.

Please reach out to Ed with any problems with sending in your forms.

Our new 2019 schedule is listed on the newsletter, Facebook group, our website and in the Yahoo email files, so print these and have them handy for all the dates of events. We have twelve races days scheduled, along with two fun event days and our fall banquet.

Our racing format and scoring will be the same as last year.

Also listed are the boatyard days. Boatyard members are required to attend at least two boatyard days a year. Everyone else is always welcome to come out on these days.

We will schedule a day to move the boat ramp sometime this spring depending on the weather. Speaking of the weather, there has been a lot of snow throughout the Midwest, so we may have some lake flood issues this year.

Finally, I want to thank everyone that sailed with us and participated in our club events last year. Our club is all about going sailing and having fun. We had a very enjoyable year last year with all our events, so let's do it again this year.

Thank you,

Chris Linneman

COMMODORE



Before you Get Hitched: Preseason Prep for Skippers

Bill Kline

Racing starts before you get to the lake. Take some time to go over, and through, your boat before you hitch up and tow her to the ramp.

First and always is safety. Is the hull intact and watertight? Is the standing rigging all present and correct with no fish hooks, kinks, or broken strands? Do you have all of the necessary shackles, clips, and pins? Is your running rigging in good condition and of the correct length for each part? Do you have the required PFDs, a bucket or bailer, sun screen, drinks, snack, etc.? Dress for success!

Is your trailer roadworthy? Tires, bearings, lights, tie downs, hitch, lock, and bunks all deserve a pre-season inspection and repairs, if needed. Don't skimp here.

Go over your hull. By all means, make sure its clean and fair. Take some time to look at the hull finish and consider whether or not it would benefit from a bit of block sanding to remove high spots and ripples. It's generally not a good idea to wax the underwater hull since wax tends to go on unevenly, has variable properties regarding flow attachment and can end up being slow. Good old liquid soap is a good place to start.

Don't forget your foils. Daggerboards, centerboards, and especially your rudder will take a beating. Take the time to repair and fair your foils. Divots and dings create drag.

Think about your deck layout and make sure you can easily reach all of your sail controls from either side of the boat. Pay attention to the diameter of your running rigging. Too small tends

to hurt your hands, but gives a better "feel" when the wind is light. Too big will jam in turning blocks and will often get in the way. Good line is expensive, but will last a very long time as long as its not continuously exposed to the sun and weather.

Go over your mast and standing rigging. Every one-design boat has a baseline set up for rig tension, which can often be found on-line at the class web site. Above all, make sure your mast is square athwartships. No list to either side. This may require you to park the boat on a flat surface and use a carpenter's level to first get on the bubble, then use a tape measure on the main halyard to check square. Rake is another matter altogether, so check the class web site for the baseline set up. Remember that all masts flex to some extent and that tension on the main sheet will tighten the leech and pull the masthead aft. Your mileage will vary according to the type of mast, and the set up of your standing rigging. Wire stretches under tension and over time, so don't assume that your rig set up from last season will be correct for the next.

Last but not least are your sails. Preseason is a good time to pull them out, clean them with soap and water, and inspect the seams. Pay particular attention to the batten pockets and check the "corners" for damage. The head, tack, and clew are subject to lots of stress. Deal with problems while they are small. One of the best ways to shorten the useful life of sails is improper storage. Dry and cool is the idea — not baking in the trunk.

Time spent on your boat is like time spent fishing. It's not deducted from your allotted time on this Earth...