

Fair Winds

THE CREVE COEUR SAILING ASSOCIATION NEWSLETTER

Available for download at www.sailccsa.com



June 2019

WINTER SOCIAL, February 2

(All Race Days begin at 2pm)

Race Day 1 April 28

~~Race Day 2, May 5~~ (Cancelled — Flooding)

~~Race Day 3, June 2~~ (Cancelled — Flooding)

~~Race Day 4, June 9~~ (Cancelled — Flooding)

~~Race Day 5, June 23~~ (Cancelled — Flooding)

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, August 25* (additional race day)

Race Day 10, September 8*

Race Day 11, September 22*

Race Day 12, October 6

Race Day 13, 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

Last race start time EXTENDED to 4:30pm for the following race days with an *

Commodore's Corner

Hello everyone,

THIS HAS BEEN A TOUGH START TO OUR SAILING SEASON.

We had our first race on April 28 with no problem. Since then, we have had four cancelled race days, May 5, June 2, June 9 and June 23. As of this writing, we are unsure about the July 7th race day. Keep your fingers crossed. Bill Kline has a good article on page two titled "Get Off to a Good Start". The club really needs that right now.

The lake has been flooded over Marine Ave. for some time, closing the entire lake area. Hopefully the flood water will subside and we can get back to enjoying some sailing on Creve Coeur Lake. There is no telling when we will be able to install the dock. There will be an announcement on this when the lake level is back to normal.

The board has looked over the schedule and has made some changes to put some additional races back onto the schedule.

We will add one more race day to the schedule, August 25.

We will also extend to 4:30 pm the last start time to these race dates; July 7, July 21, August 4, August 25, September 8 and September 22. Please make a note of this on your calendar.



PHOTO BY THOMAS DOOLEY

This is a good time to remind everyone that we communicate on our Yahoo group email for all concerns on race days. Now, we are in the process of changing our website to a new more modern format. It will have many new features on it and will be easier to use on your cell phone. It is too early to discuss the details, but we will keep you posted.

If you have not done so, please send in your membership forms and boatyard forms. We still have some open spots on our dry race schedule that need to be filled.

Keep in mind we will have our fun days, the navel battle on July 28 and our Rubber Chicken race and potluck picnic on August 18. More information on those as we get closer.

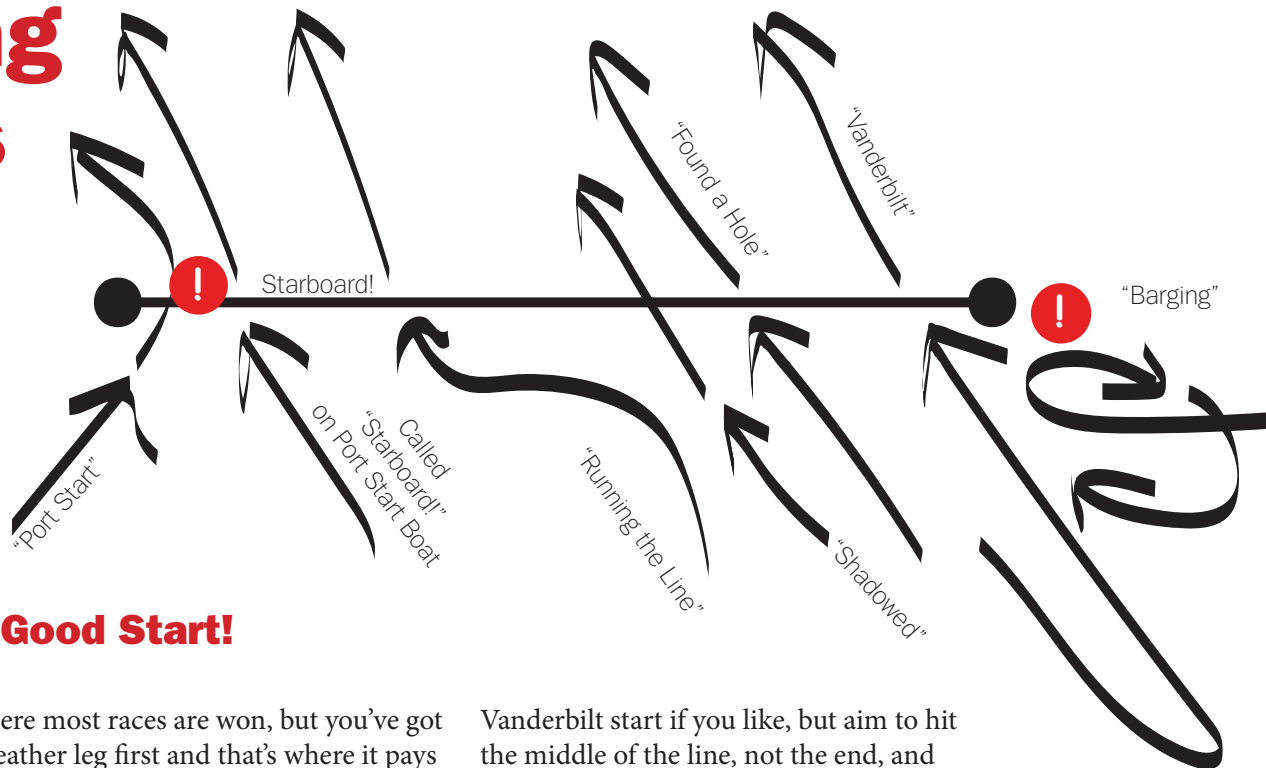
Good Sailing,

Chris Linneman

COMMODORE



Racing Rules



Get Off to a Good Start!

Bill Kline

The weather leg is where most races are won, but you've got to get going up the weather leg first and that's where it pays to get a good start. There are three elements to a good start: clear air, boat speed, and timing. Of the three, clear air is the most important.

You can't sail fast – or sail at all – if you are buried under another boat's wind shadow! The hard part is finding a hole on the line at the right time.

One way is to set up a bit early on port tack, then pick your spot and tack over onto starboard with about 30 seconds to go. That will allow you to accelerate after the tack and hit the line with good boat speed. Hitting the line right at the start is tough. It's easy to be early and then have to luff or jibe around. Either maneuver kills time, but also kills speed. Better to be a bit late, than too early.

Lots of sailors use a modified "Vanderbilt" start. With one minute to go, reach off from the end of the line for 25 seconds then tack or jibe back towards the line. Your speed on either reach should be about the same, and you'll use up 10 seconds getting turned around, so theoretically you'll end up right at the line with a full head of steam. When done right, you'll only need to round up and head for the mark. The problem with this method is that you'll be "barging" at the end of the line and the racing rules allow any boats below you to force you over the line early, or to peel you off at the end of the line. Of course it makes for great fun to have a pile of boats all converging on the end of the line, but you can't sail fast in a group. Use the

Vanderbilt start if you like, but aim to hit the middle of the line, not the end, and you'll avoid the crowd at the end. If you are a bit early, you can kill time in the middle then bear off for the far end of the line.

The Racing Rules make port tack boats give way to starboard tack boats, so most of the time you'll want to be on starboard tack at the start. There are days, however, when the starting line is biased towards a port tack start. The fastest way to the weather mark is to be on the tack closest to the mark. If that's a port tack start, so be it — just keep an eye on starboard tack boats and be prepared to tack away, or duck! Better yet, start on starboard tack then tack over as soon as you are clear.

Before starting, take some time to sail upwind. Try to get a handle on what the wind is doing and which tack will be closest to the first mark. Plan your first leg, then decide where you want to be on the starting line. The length of the starting line in relationship to the number of boats starting will determine the "density" factor at the start. Lots of boats and/or a short line will require a higher level of skill and your best timing to get off to a good start.

At CCSA we always use the "no penalty" start. This means that if you are over early, you must simply get back to the right side of the line and re-start. No need to round the end of the line. Remember that the racing rules apply so take care not to foul another boat when trying to get back to the right side of the line.

If you aren't over early every one in a while, you aren't trying hard enough!