



2017 OFFICERS

COMMODORE	Dave Whealon	(920) 960-8457
VICE COMMODORE	Dave Dochterman	(319) 855-8753
SECRETARY	Mike Mahnke	(224) 406-3139
TREASURER	Marty Witt	(920) 642-3305

MISSION STATEMENT - *The mission of the Fond du Lac Sailing Club is to provide sailing events for the recreation, challenge, and pleasure of the membership, while promoting safety, fellowship and an opportunity to improve sailing skills and knowledge.*

COMMODORE'S COMMENTS

Well here we are about mid-season some of the big events are behind us but there is a lot of sailing still on the horizon. I'm sad to have to say it but one thing that is not in our future is Dave and Jean Dochterman. Dave has transferred to Florida and just recently Jean accepted a job also. The spirit of the Dochterman's was contagious. In a very short time Dave crewed on a boat, Dave and Jean partnered to buy their own boat then became sole owners. Together got better and better at racing even winning the overall award in the Trans Winnebago. I am sorry to see them go but this is all part of a bigger plan. As I understand it the dream is to buy an ocean-going sailboat and do some big water sailing. We will keep in touch and hopefully get an invite when it happens. On behalf of the club I would like to Thank You both for your efforts and safe travels.

Up next for us Landlocked sailors is the rest of the season. I would like to see us continue to try to encourage new sailors in the harbor. On the Sunday July 2nd race we were going to get on some of the less experienced skippers boats and try to help them. Due to weather, the race was cancelled but we are going to try it again on a upcoming Sunday.

Recap on the Trans Winnebago race. Race started in FDL and finished in Menasha 23 boats started the wind built all day up to 39mph apparent only 1 boat retired and the rest made it safely to the finish. The pace was fast Anima and Viajante finished in 3.5 hours and Windbreaker was 3.75 hrs. FDL was well represented at the awards podium: Anima 1st Div3 - Viajante 1st Div2 - Windbreaker 2nd Div1. Perseverance award went

to Tom and Betty Clausen for their heroic battle to finish the race on their 3rd time on the boat. Well done all and thanks for all the help.

We will try to keep the meeting short Thursday and maybe go sailing afterward.

- Dave W.

EDITORS NOTE

If you would like anything included in the Mainsheet or posted on our website, please email Hank Lieurance: hanklieurance@gmail.com

NEXT MEETING

***Sailing Club Meeting
July 6th @ 7:00pm***

SPECIAL NOTE:

Please bring snacks or treats to share after the meeting



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Minutes of the FDL sailing club meeting

June 1, 2016

The meeting was called to order at 7:00 p.m. by Commodore Dave Whealon, 23 members were present. One guest was in attendance Erin Wright. Erin was welcomed by the group.

Secretary's minutes

May meeting minutes were approved by membership after a motion by George Winters and seconded by Dave Kuharski.

Treasurer's report

The treasurer's report was given by Marty Witt. Marty reported that two expenses were paid in the month of May, however ILYA membership and the new prostart equipment. As of the June meeting there were 36 paid members. The treasurer's report was approved by the membership after a motion by Jack Boatman and Dave Kuharski.

Committee Reports

Day Sailors: No meeting

Cruisers: Cruisers chairman Scott Baccus reported on the cruisers meeting, including reporting that the race schedule was corrected to properly reflect no cruiser races on Meeting Thursdays. In addition, Hank Lieurance will post the updated cruiser racing rules. Scott plans to send the race results to Mike Mahnke for brief summary of the Thursday night races.

Youth Sailing: Kevin Gratton reported that 82 youth have already registered for this year's program. There will be a student and parent orientation on June 7th at 6PM at the YC pavilion area (garage). Andy Gratton will be teaching advanced open bic and lasers again this year. A sign up sheet was circulated for volunteers to help adults/parents of youth sailors to learn/experience sailing on Wednesday nights.

Old Business

Progress on Prostart: The club has purchased and has in hand the new system. It is a one-piece unit and is stored in the YC garage where the old one was stored. It works the same as the previous equipment. The cost was \$415.00

Racing Flags: Scott Baccus reported on the research he did on the needed racing flags for the sailing club. The club authorized the expenditure in May and Scott will make the purchase on behalf of the sailing club.

Lighthouse Regatta: Dave Kuharski reported on progress for the regatta which was being held June 3-5.

TransWinnebago: Commodore Whealon reported work was progressing for the TransWinnebago.

Contact info for SC members: There was a consensus at the April meeting that members would share the same contact information that used to be in the hard copy sailing club members' book. The intention of providing this info is to make it easier for members to communicate with each other. Webmaster Hank Lieurance volunteered to send the information out to paid members.

Lighted Buoys: Kevin Gratton reported we have the lights now installed on the racing Buoys.

New Business:

July 4th Race: Commodore Whealon reported that the July 4th race will be a buoy race with start of sequence at 2PM

For the Good of the Club:

Karin Whelan reported that she is still working on the Judges schedule for the races. She would like more helpers to sign up and encouraged members to talk up that need with parents of youth sailors to sign up as helpers on the race committee boat.

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The membership discussed the need to add the judges to the race schedule that appears on the Sailing club website.

Adjourned: A motion to adjourn was made by Dave Kuharski and seconded by Dan Thornton. The meeting was adjourned at 7:47 pm.

Respectfully submitted,

Mike Mahnke

Advanced Speed Tips: Getting a Handle on Mainsail Twist

by David Flynn of Quantum Sail Design

Technically, twist is the change in the angle of attack from the bottom of the sail to the top. Twist is necessitated by the wind speed changes, hence changing angle relative to the boat as you move away from the water. The drag induced by the water slows wind near the surface and shifts it relatively further forward, as opposed to the faster-flowing wind further aloft. This effect is exaggerated at lower wind speeds.

In the real world, twist means the leech of a sail must open up to some degree as we move from bottom to top.

In mechanical terms, any time the distance between the clew and the head is shortened (easing the mainsheet or boom vang), twist increases. The same length of fabric is now strung between two points that are closer together, so the leech of the sail opens up. Conversely, pulling down on the clew reduces twist, closing off and rounding up the leech.

A tight, round leech creates power and forces the boat to point, but it can also cause airflow to stall or overpower the boat (creating too much helm and heel). A twisted leech profile promotes airflow in light air when it's hard to get air to stay attached. In heavy air, the flatter, more open sections depower the sail and help keep the boat on its feet.

For mainsail trimmers

Having the right amount of mainsail twist is perhaps the single biggest key to upwind boat speed, especially on the new breed of fast

sailboats that often relies on bigger mainsails and smaller foretriangles. A competent mainsail trimmer can get you in the ballpark, but the true boat-speed virtuoso understands, feels, and implements changes on a moment-to-moment basis, which makes the real difference.

In a very real sense, mainsail trimmers are driving the boat as much as the helmsperson. That's why you often see trimmers hunched over (usually directly in line with the view of the helmsperson!), as they ply their trade. They're looking at the same inputs to guide their sense of feel to dictate the appropriate reaction: angle of heel, jib telltales, boat speed, waves, and wind angle.

Three modes

In general terms, you can think of mainsail twist in three modes: light, medium, and heavy air.

In light air, use extra twist and an open leech to promote attached flow and aid in acceleration. The top batten will be open, pointing three to 10 degrees to leeward from where the boom is pointing, and the top telltale should flow aft. Sail shape in light air will be full, so it's important to keep the leech open and twisted to keep the sail from stalling. Once twist is set, position the boom on the centerline with the traveler for maximum power and pointing. This means that the traveler block itself will be well above the centerline.

In medium conditions the boat should be moving well, so leech tension can be increased and twist reduced. This will force pointing. Overall sail shape will be flatter, so there is less danger of stall. If the boat is up to speed, it's okay to reduce twist to the point at which the top telltale stalls (disappears behind the leech). The traveler will drop so the boom doesn't get above centerline, and it will be lowered further to control heel as necessary. Using the traveler to control helm and heel in moderate conditions allows the trimmer to use twist to balance speed versus pointing.

In heavy air, control of heel is paramount. More twist will help keep the boat upright. The boat will typically have to sail at wider angles (foot) to have the power necessary to blast through waves, and that will generate more heel. In

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smooth water, the helmsperson can “feather” more, or let the inside telltales lift in puffs. The overall sail shape will be as flat as possible, which will help induce twist and open the leech.

The traveler, which is great for fine-tuning balance in moderate conditions, usually does not provide enough gross change to handle big puffs, so twisting the entire sail with the mainsheet works best. I typically pull the traveler up a couple of feet above the leeward coaming and play the sheet to control heel. In windy conditions, use the boom vang to help augment the mainsheet.

An ever-changing proposition

On a moment-by-moment basis, the game is simple. The mainsail trimmer constantly tries to reduce twist (trimming harder) as long as the boat speed is up and heel is under control. The goal is to point as long as speed and helm allow. Keep in mind the golden rule: speed first, then try to point.

Hypothetically, here’s how the thought process would work on board for a target boat speed of 7.2, true wind angle 38 degrees: Out of the tack, ease the mainsheet at least until the top telltale flows, or until heel is under control. Heel is paramount. If you need power, pull the traveler up with one hand as you ease the mainsheet.

Suppose speed turns at 5.8 and is building. Sheet harder as the speed comes back up to 7.2, lowering the traveler as necessary. Once you’re up to speed, full trim. If the tack is more into the waves than the opposite tack was, don’t sheet as hard. If slowing, ease a half-inch or so of sheet for more twist. If the skipper presses for speed but there’s too much heel, ease some more. If the speed climbs too rapidly over target, sheet harder as the helmsperson feathers up.

Suppose a set of waves comes. Press and build speed over target and ease the mainsheet. A small amount of extra heel is okay, but not too much. Through the waves, back hard on the wind and sheet harder. When you reach a good angle, good speed, and no big waves, sheet harder still to make the driver work and take a bite to weather. If you get carried away and speed slows, ease a fraction. For a big wave,

ease a bunch over the top as the driver bears off to avoid the slam. Stay eased until speed comes back, then gradually sheet harder. And the game continues...

Getting the correct twist is a dynamic, ever-changing proposition, and it’s a little different on every boat. There is no one magic combination of twist versus traveler that works for every boat, so be prepared to re-educate yourself on each boat.

MAINSHEET EDITOR

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FOND U LAC SAIL CLUB WEBSITE

<http://www.fdsail.com>

See the calendar, past mainsheets, race results, and more.

FOND DU LAC YACHT CLUB WEBSITE

To see the YC calendar and other things going on at FDLYC, go to:

<http://www.fdyachtclub.com/>

CLUB REMINDERS:



***Happy Hour @ the Yacht Club ½ price drinks!**
(4-8pm every Wednesday) & (4-8pm every Friday)



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Buy a Boat – Sell a Boat
Get a Boat for FREE ~

For Sale: Olson 25 Sailboat



Manufactured by Ericson Yachts in 1988
Name: *Team Zissou*

Specifics:

LOA: 24.90 ft.

LWL: 20.99 ft.

Beam: 9.01 ft.

Keel: Fin

Keel Draft: 4.56 ft.

Displacement: 3700 lbs.

Engine: Mercury 4stroke 5hp Outboard

Lake Michigan Base Handicap: 159

Lake Michigan Nonspinnaker Handicap: 171



Team Zissou comes with a full complement of sails including several Main, Jib/Genoa and Spinnaker sails. This allows for sailing in a wide range of conditions from light to heavy air. A

networked Tacktick system is installed along with a 7" Chartplotter. The included trailer is in good condition to transport the boat over long distances.

This sailboat is great for new and experienced sailors alike and is a force to be reckoned with on the race course. The boat is currently in the water in a slip in the Fond du Lac harbor ready for viewing and a test sail.



Inventory:

- Good trailer
- VC-17 bottom paint
- Full set of sails (main, #1 Genoa, #2 jib, #3 jib, #4 jib, spinnaker)
- Full set of lines
- Carbon fiber spinnaker pole
- Aluminum spinnaker pole
- Tacktick electronics (solar wind anemometer / direction, depth, paddlewheel, split screen multi-function display, wind display, Race Master 2 screen display)
- Tacktick converter box to NMEA0183 (connects Tacktick data to chartplotter)
- Garmin GPS Map 740 chartplotter
- CD/MP3/Bluetooth player w/ cockpit and cabin speakers
- Removable head
- Raymarine autopilot / tiller pilot
- Anchor, seat cushions, other misc.

Ready to sail. Priced to move at \$4500. If interested please call Dave at 319.855.8753 or email at dochterdj@gmail.com

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For Sale: 1978 Catalina 25 with swing keel and trailer



We have had the pleasure of sailing our Catalina 25 for the past 11 years but it is now time to move on. The Catalina is just the right size and price for someone interested in sailing a keelboat. It is reasonably priced and solidly built. The swing keel allows the boat to get in and out of shallow waters inaccessible to boats with a fixed keel. The 4 stroke 9.9 Mercury with electric start and remote controls simplifies motoring when the wind dies down.



Hull specifications:

- Manufacturer: Catalina Yachts
- Year built: 1978
- Length overall: 25'
- Waterline length: 22' 2"
- Beam: 8 feet
- Draft: Keel up 2' 8", down 5'
- Steering type: tiller
- Hull construction: fiberglass

Sails:

- Sail area: 294 square feet
- Main: Loose footed
- Head sail: 155% on roller furler
- Spinnaker

Motor:

- 2005 9.9 Mercury 4 stroke
- Electric start
- Remote controls in cockpit
- Removable gas container

Miscellaneous:

- Cockpit cushions
- VHF Marine radio
- Depth gauge
- GPS mount
- Radio
- Automatic bilge pump
- Deep discharge battery and charger
- Shore power cable
- Docking lines
- Fenders
- Life jackets

Trailer:

- EZ Loader dual axle

Location: Fond du Lac, WI

More info?

Call Pat at (920)923-5982

FOR SALE: Miscellaneous Sailboat parts. Some are specific to Lightning's. Pictures and more information at:

http://www.elmoandbigsue.com/For_Sale/For_Sale.htm

or call Mike Elmergreen at 920.872.5079 or

email at elmo@centurytel.net

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FOR SALE: Columbia 29 MK II

Into the Wind is a classic sloop that is a treat to sail. The beautiful hand laid teak deck receives admiring looks in any harbor. The rigging makes single-handed a breeze. The Universal Kubota diesel engine is a great upgrade with only 249 hours.



Includes:

Universal (Kubota) diesel engine M3-20B (249 hours). Schaffer Roller Fuller. Boom kicker with boom vang. Hoyt jib boom. 3 Roller blocks. Harken jib tracks. All lines led aft. Spinlock cam cleats. Lazy Jacks. Garhauser 2-speed 6/1 3/1 on main sheet. Three blade feathering prop. Lightning arrestor. ICom VHS radio. Auto Helm. Dripless shaft seal. Fuel polishing system. Leather wrapped Edison wheel w/ engine controls. Depth and speed gauges. Pedestal compass. Jabsco head. Permanently mounted boarding ladder. Danforth anchor. Four berths. Draft 4'. Microwave. Located in Fond du Lac, WI. Asking \$8,900
Earl Jewett 204-1299 or earljewett5@gmail.com

SELLING A BOAT?

If you are selling a boat, Mike Elmergreen will put it on his website at no-charge: www.elmoandbigsue.com (navigate to "Boats for Sale"). Just send pictures and a write-up by email to elmo@centurytel.net.

