



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

The Ice is gone, well almost. There is some left on the rocks in front of the club but the lake is completely open. Although ice piled up onto the building the YC stood its ground and received almost no damage. That was a close one.

The season is upon us. We had an energetic board meeting and it is going get busy in a hurry. You may have remembered that I previously had an amount of days published that didn't sound real favorable but now hear this IN 45 DAYS THE BOATS NEED TO BE IN THE WATER! I like the sound of that except for all the work that needs to be done between now and then.

- Important cruiser meeting at 6:30 to finalize race schedule then Judge schedule can be completed
- The dry storage application is on the website
- Remember to sign up kids for Sailing Class the sessions are expect to fill up fast.
- Dave Dochterman is going to be holding a short information session directly after the meeting (after getting a beverage).
- In you haven't sent in your membership renewal please get it to Marty asap.

Hope to see many smiling faces at the meeting we will be needing help for upcoming events and if you sign up on your own you won't have Karin hounding you about volunteering. That should be enough motivation. -Dave W

EDITORS NOTE

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

NEXT MEETING

***Sailing Club Meeting
April 7th @ 7:00pm***

SPECIAL NOTE:

Please bring snacks or treats to share after the meeting



Mainsheet

Minutes of the FDL sailing club meeting

December 8th, 2016

The meeting was called to order at 7:04 p.m. by Secretary Mike Mahnke, 12 members present. The commodore and vice commodore were excused – as they were out of town. Matt Krabacher attended as a guest.

February minutes were approved based on a motion by Dave Kuharski and Bill Freund.

The treasurer's report was given by Marty Witt. 18 members have paid so far. Report approved on a motion by Bill Freund and Steve Ollenburg.

Secretary's minutes

February minutes were approved based on a motion by Dave Kuharski and Bill Freund.

Treasurer's report

The treasurer's report was given by Marty Witt. 18 members have paid so far. Report approved on a motion by Bill Freund and Steve Ollenburg.

Committee Reports

Day Sailors: The Lighthouse Regatta Committee will be stepping down after this year's event and propose that either the club take over running the event going forward or decide if the club wants to keep the event on the calendar in the future.

Cruisers: No meeting. Next month the race schedule will be presented to the membership including some changes to the rating adjustments and class rules.

Youth Sailing: There was a meeting prior to the general membership meeting. The registration form is available on both the FDLYC and FDLSC websites. They are looking to get volunteers to teach parents. There will be a push to get kids to regattas, but need dates. The boats will need yearly maintenance before the season starts. The yacht club will be involved with the upcoming pier move to the creek side of the Yacht club lot.

Old Business

April 4 FDLYC Membership meeting, the sailing club will be doing the food for after the meeting.

The ice party went well.

New Business:

The budget was presented to the club by Treasurer Marty Witt. Scott Baccus and Dave Kuharski recommended increasing the trophy budget to \$1,000.00 citing anticipated increases in prices. Members discussed the budget with no opposition to the recommendation. The budget was approved as discussed with motions from Steve Ollenburg and Scott Baccus.

Interest in a Chili Dump for the next meeting was met with an underwhelming response evidenced by silence except for the sounds of crickets engaging in personal relations....

Adjourned: A motion to adjourn was made by Dave Kuharski and seconded by Mike Elmergreen. The motion carried and the meeting adjourned at 7:25pm.

Respectfully submitted,

Brian Carter

Why PHRF is Suffering

Scuttlebutt Sailing News

U.S. boat owners now have a shopping list of measurement rating rule systems— IRC, ORC and ORR — none of which is compelling enough to outwit the others. Is having too many options negatively impacting participation for PHRF? Bruce Bingman, chair of the US PHRF committee, thinks so.

The short answer is yes, the lack of a uniformly accepted high level measurement rule does have a negative impact and yes, it is too much to ask of PHRF to support a mixed fleet across all skill levels in the same class.

PHRF was never intended to rate the top end of the fleet where thousands of dollars (or more) are spent to gain a few seconds per mile – the accuracy is much more granular than what is (at least theoretically) possible in a full-on

Mainsheet

measurement rule using a VPP (Velocity Prediction Program).

PHRF strives to get most ratings within +/- 3 second per mile accuracy and hopefully all within +/- 6 seconds per mile. This is based on both the ability to extract the data from the observed performance and the fact that this represents a total handicap error for a typical 6 nm or so long club race of less than 30 seconds – or one bad tack or missed wind shift.

For many years, from the mid to late 1960's as PHRF spread across the country from the original roots as the California 'Pacific' Handicap Rule, it served the local club racers and newcomers to the sport. The simple system of using observed data to predict performance proved to be inexpensive, relatively easy to administer, and produced reasonably accurate ratings without requiring expensive measurement and haul outs.

The system was working relatively well for the entry racing level and cruising fleets with the 'pro' sailors and 'gold platers' competing in the IOR and then later in the IMS fleets.

When the IMS began to falter in the late 1990's, many of these high-end race boats were thrust into PHRF fleets along with the growing contingent of well prepped and crewed sport boats with planing capability. As a direct result, the PHRF system became the de-facto rating system throughout the country for most local and many regional events. However, the influx of these top-level programs and sport boats disrupted the competitive balance which had been established.

Like the other rules, PHRF assumed the boat is perfectly prepared, has new sails, and is crewed by fully experienced sailors – whether it is or not. Since for many years, PHRF tended to serve a more cruising or casual oriented fleet, the competitors were generally at a 'cruising level' of preparation and the handicaps worked well. The insertion of the high-level programs in PHRF resulted in many of the older boats feeling their ratings are unfair since they were no longer competitive.

In some cases, where an older boat was fully prepped to the assumed standards and used

new 'string sails', the dramatic performance increase led competitors to feel that particular boat's rating was unfair or they were cheating somehow. These perceptions have 'tainted' PHRF and resulted in many older boats dropping out of participation.

Just like in many one-design fleets where the fleet is split into various Gold, Silver, and Bronze or similar performance levels, if PHRF is forced to serve a fleet from the newest sailor on a Catalina 22 to a pro team aboard a TP52, it really must be split into both speed and experience/prep bands. Several regions and Race Weeks have found some success where the fleets can be split into a Race fleet and a Corinthian fleet.

MAINSHEET EDITOR

Hank Lieurance - Mainsheet Editor
Please send items for publication to hanklieurance@gmail.com or call 920.400.0825



FOND DU 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.fdiyachtclub.com/>

CLUB REMINDERS:

FYI

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



Mainsheet

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

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

Mainsheet

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.

