



2016 OFFICERS

COMMODORE	Dave Whealon	(920) 960-8457
VICE COMMODORE	Dan Thornton	(920) 929-9363
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

Launch season is here and the Boat Yard is buzzing. Covers are coming off and polish is going on. I have heard of some complaints about sore shoulders and sayings like, "why did I buy such a big boat" and "I don't need to bottom paint every year do I". Work hard, it will all pay off. Dave Dochterman gets a trophy for first in and ready.

At our May meeting we will be going through starting flags and Pro Start Horn system. This will give the members a refresher to continue the great work from last year. Remember that we do have a camera in the judging bag so take as many pictures as you can during the race. By next month's mainsheet we will already have some races in and the Lighthouse Regatta will be a few days later. We will have the signup sheet at the meeting so please take a shift where you can.

Dry storage applications are on the YC website, follow the directions to save a spot. This year the book will just have replaceable pages and they will be coming out shortly. The race schedule is set with race committee responsibilities. If you can't make it please let us know as soon as possible. We have 25 paid members that makes us a little ahead of last year. Great job being timely. Fleet meetings will be at 6:30 with meeting to follow at 7:00.

Dave W

EDITORS NOTE

FOND DU LAC SAIL CLUB WEBSITE

To see the calendar, past mainsheets, race results, and more, go to:
<http://www.fdsail.com>

If you have sailing club related events please let me know and I can add them to the Sailing Club Calendar.

NEXT MEETING

**Sailing Club Meeting
 May 5th @ 7:00pm**

Fleet Meeting @ 6:30pm

SPECIAL NOTE:

Please bring snacks or treats to share after the meeting



Mainsheet

Minutes of the FDL sailing club meeting

April 7th, 2016

The meeting was called to order at 7:12 p.m. by Commodore Dave Whealon. Twenty-two members were in attendance with no guests.

Secretary's Report

No *Mainsheet* (containing March's meeting minutes) was distributed prior to the meeting – and no copy of the minutes was available to read, so March and April's meeting minutes will need to be acted on at the May meeting.

Treasurer's Report

Treasurer Marty Witt provided the latest checking account balance with two expenses (checks written) for beverages at the previous month's club event – chili dump (\$36.25) and expenses for the website (\$187.85) reported for March. Ellen Balthazor moved to accept the treasurer's report, with Steve Ollenburg seconding the motion. The motion carried and treasurer's report was accepted.

Committee Reports

Day Sailors: Jack Boatman reported that the day sailors discussed rules for day sailor races.

Cruisers: Scott Baccus reported that the Cruisers would be meeting after the general membership meeting to finalize the proposed race schedule which would need to be approved at the May meeting.

Lighthouse Regatta: A signup sheet was circulated at the meeting soliciting volunteers for both boats needed and personnel. The race will take place on Saturday June 4th and Sunday June 5th. We're not sure how many I-20's are coming yet.

Youth Sailing: Kevin Gratton provided an overview of the expanded plans for youth sailing. He confirmed that there will be youth sailing classes on Monday mornings, Monday afternoons and Tuesday mornings for beginners. The first classes will begin Monday June 13 and run for seven weeks. Tuesday afternoon classes are earmarked for "Advanced" Open Bic

/ Laser youth sailors. Andy Gratton has agreed to teach the advanced youth again this year.

Kevin suggested that advanced open bic and laser students be included in Tuesday night day sailor races – starting after the other two fleets. The membership was very supportive of the idea.

Once again this year, Youth sailing students will sail on Wednesday nights (fun sailing) in competition with one another. In addition, Kevin is looking for Sailing Club and Yacht Club members to help teach parents (those parents who want to get out in an Open Bic or Lazer. Volunteers are also needed to help set up and rig boats starting at 5:30pm. Commodore Dave Whealon advised Kevin to put a spreadsheet/sign up sheet together so that there is a record of which sailing club and yacht club members will be there on Wednesday nights. Once done, it can be circulated at the May meeting

Youth sailing Instruction booklets are already being updated – with a copy of the first lesson (week 1) shared by Dan Thornton. Kevin also continued discussion on a new launch point pier and need to secure a storage building or trailer to hang rigged sails. Dacron sails to replace current open bic sails is a possibility in the future when the original sails need to be replaced

Old Business

No old business was discussed.

New Business

Lasers to be repaired on May sailing club meeting date. In order to maximize the number of boats available for the youth sailing fleet, repairs will begin at the May meeting – with other dates identified (if needed)

For the Good of the Club

Earl Jewett reported that this year's Military Appreciation Cruise will be held on August 8th.

Adjournment

Dave Kuharski moved to adjourn the meeting, seconded by Jack Boatman. The motion carried

Mainsheet

unanimously and the meeting was adjourned at 7:42p.m.

Respectfully submitted,

Mike Mahnke

Rogue Race Officers and the Importance of Start Line Bias

From the Final Beat

http://thefinalbeat.com/dinghy-sailing-categories/other_sailing-topics/blog_posts/rogue-race-officers-importance-start-line-bias

It is a funny aspect of club racing that the quality of courses you sail varies dramatically.

Some days you get a Race Officer who is virtually a pro, and the course is set with almost supernatural accuracy - perfect beats, perfect reaches, and perfect race length.

Other days the course may be set by someone who doesn't sail that regularly and has never been properly shown how to set a course. On these occasions you get an array of different legs, from tight fetches to broad reaches, sometimes with no actual beat at all.

I prefer something more towards the former, but the latter does hold a special place in my heart. One of the general traits of the non-professional course setter is the amount of start line bias - there is almost always heavy bias to one end or the other. I was recently sailing in a club race with a start line that was heavily pin end biased - to the point that you almost couldn't cross the line on starboard tack.

This presented me with a problem (or at least I thought it did). I had visions of our fleet of fifteen or so boats all piled up at the pin end, all wanting to tack onto port in order to get across the line. I had a strong feeling it was going to be pretty messy.

So with about a minute to go I was arriving at the pin end with a plan. I would set up to windward of the bunch, pull the trigger well and try to tack onto port early and get a jump on the others that were stuck down there waiting for the rest of the fleet to tack.

Except there was no bunch.

There were only four boats at the pin end. Me, a guy who is probably the best sailor at the club, another boat who normally finished in the top half of the fleet and another who was a mid to bottom of the fleet sailor.

The other dozen or so boats were all crammed around the committee boat fighting for space.

I braced myself for a last minute dash to the pin end from the rest of the fleet, but as the seconds ticked down I could see that there was no movement - no-one was heading our way. And so, with thirty seconds to go I changed plan and decided to start on port right on the pin. I could duck the rock star sailor if he started on starboard at the pin, but I should get a fairly clear run otherwise.

And that's what I did. The best sailor had started a boat length or two up from the pin - I presume so he could luff around the mark if he got held on starboard tack by someone on his hip. This meant that there was a little gap for me to squeeze through, and I was off and away. I led our rock star by a few boat lengths at the top mark, followed by the other two boats that had started at the pin end. The rest of the fleet was nearly a third of the beat back.

After the race I got to chatting to the other sailors. What happened at the start, I wondered. It turned out that most of them hadn't really thought that much about the line bias. It was clear to everyone I spoke to that they had got the start wrong, and that the other end of line was better, but no-one had really done much thinking about it before the start.

It struck me as so odd. Choosing where to start is one of the main things I think about until the last couple of minutes before the start. And then I'm in to trying to execute the plan (not always with perfect results...). It made me wonder what other sailors think about whilst I'm thinking about the start. Perhaps I should have asked them.

The thing is, for medium or lower level club sailors, improving starts is one of the easiest ways to improve results. Getting a good start in

Mainsheet

a club race can give you a real lead over most of the fleet which generally helps with results. But it also means you sail more of the race with better sailors, something that will also help improve your skills. You learn more sailing with guys that are better than you than you do with competing with people that are the same level as you or worse.

One other thing struck me as really odd. As the fleet lined up with a minute or so to go, I wonder why no-one looked around and saw that the rock star and I were at the other end of the line. In this fleet we were the two best sailors, and if we chose to start at the other end of the line that would probably suggest that there was a reason for it.

When I was starting to learn about race strategy, copying top sailors was one of the ways I did it. At first I would follow what they were doing, and then try to figure out the reasons for their decisions. Then, as I grew more confident of my understanding, I'd decide what I thought I should do, and then I'd compare how my strategy worked against a top sailor. Where did we do the same things? Where did we do something different? What were the reasons for the differences? And which strategy worked better?

And if I saw a top sailor doing something dramatically different to me - like starting at the opposite end of the line - then sometimes I'd just copy again.

It's a decision I'd rarely regret.

MAINSHEET EDITOR & WEBMASTER

Hank Lieurance - Mainsheet Editor

Please send items for publication to hanklieurance@gmail.com or call 920.400.0825



FOND DU LAC SAIL CLUB WEBSITE

To see the calendar, past mainsheets, race results, and more, go to:

<http://www.fdsail.com>

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



Mainsheet

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

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

FOR SALE: 2006 Inland-20 scow for sale. Boat is in great condition on a galvanized trailer. Included is one Dacron mainsail shown in the photo, a North Mylar main that was never used, 2 jibs (one never used), 2 spinnakers (one older, one never used), and an envelope cover. Carbon fiber mast and sprit, foil shaped E-scow rudders. This boat finished 1st at Nationals 2013, 2nd at ILYA 2014, and 2nd at Nationals 2014. \$10,000 firm.



Contact Andy Gratton 920-231-3015 or Aaron Lynn 920-203-5834 for further details.

FOR SALE: 1989 23ft Hunter Sailboat in Good Condition located in Fond du Lac. 4hp Yamaha 4 stroke motor manufactured in 10/05, OEM Trailer, main and jib sails, winged keel, wind vane, portable toilet, dorm sized refrigerator, CD player, anchor. Newly recovered cushions Has not been cleaned up or bottom painted from last season.



Contact Keith - (920) 948-8529 - Evenings only

FOR SALE: Class C-Scow Sail Boat 20' long fiber glass, se 'STAMM FIBER JET' with white fiberglass hull, wooden mast and boom. Boat has received limited use over the years and has been stored indoors – it is EXTREMELY CLEAN



and SOLID. Incl: Main & Jib Sails; a metal rudder, wooden tiller handle; a sail storage bag is also included.

This scow wants to go fast (mast weighs less than 100 lbs.) and is equipped with dual (two 45 degree) off-set steel center-boards. Needs new ropes as well as a fresh coat of varnish on both the mast and boom but the WHITE FIBERGLASS HULL will polish up quite nicely!!! This project is neither too big nor too expensive to be a GREAT family project and requires only TLC and a couple of quarts of polyurethane varnish and ropes. \$850.00 (or TRADE for????) If interested call Karl Ziebert 920-922-1325 or 920-238-1325 kjz_enterprises@hotmail.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.

