

THE MAIN SHEET

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Cave Run Sailing Association

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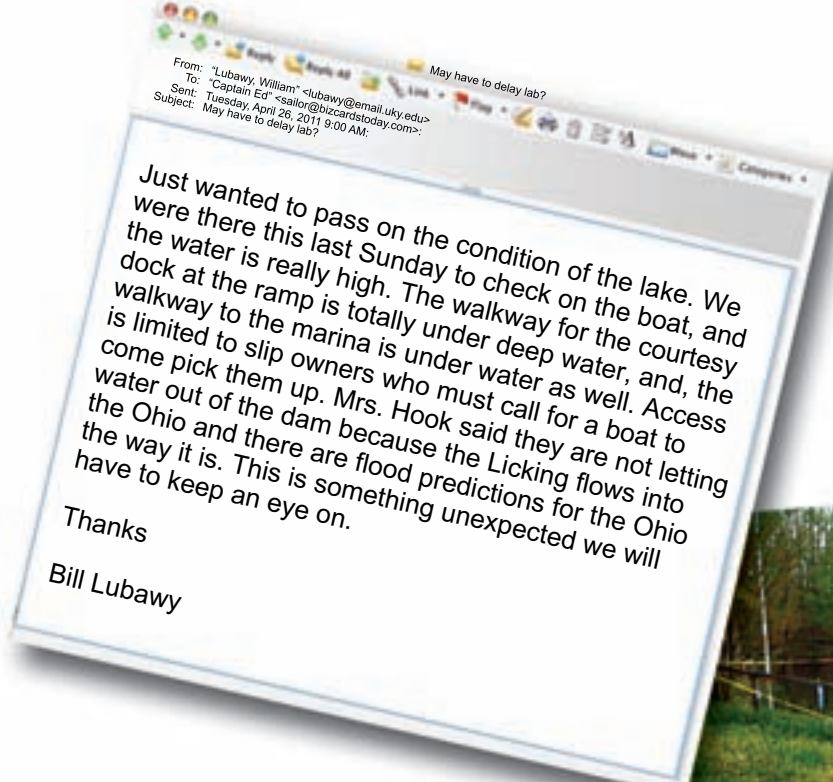
Not Your Average Sailing Season

From the Commodore

When the water finally went down, we had a few weeks of decent sailing, and then it turned 90+ degrees. I don't know about you guys, but I can't get Nancy on the boat when it's that hot. So for many of us, this was not your average sailing season.

And through it all, the club managed to get in a few races and accomplish a lot of other things. In fact, the club sponsored trips to Italy in June and Scotland in July, so the Summer wasn't a total loss.

Ed Puterbaugh, Commodore



From: "Lubawy, William" <lubawy@email.uky.edu>
To: "Captain Ed" <sailor@bizzardstoday.com>
Sent: Tuesday, April 26, 2011 9:00 AM
Subject: May have to delay lab?

Just wanted to pass on the condition of the lake. We were there this last Sunday to check on the boat, and the water is really high. The walkway for the courtesy dock at the ramp is under deep water, and, the walkway to the marina is under water as well. Access is limited to slip owners who must call for a boat to come pick them up. Mrs. Hook said they are not letting water out of the dam because the Licking flows into the Ohio and there are flood predictions for the Ohio the way it is. This is something unexpected we will have to keep an eye on.

Thanks

Bill Lubawy

....and 3 days later the water was 5 feet higher - up to the middle of the fence around the dumpsters in the parking lot. In fact, the water peaked just one foot below the top of the dam. I am told that this was an all time record high for Cave Run Lake. It would be weeks before the water level was back to normal. Needless to say, this was not a great start to our Spring sailing season on the lake. The Beginning Sailing and ASA classes were delayed, and because of all the debris and flotsam in the lake we could not allow Miss Moose, the club cruiser, to go out. Near the shoreline, it was impossible to know where trees and stumps lay beneath the surface.

Some of our members also have boats on Kentucky Lake, where they were having problems of their own. Marina operators actually had to borrow anchors from resident boats to help stabilize the docks so everything didn't end up in the Gulf Of Mexico.



www.caverunsailing.org

So, you want to be a Captain?

Coast Guard licenses are required for operators of any boat that carries paying passengers. Some examples are charter fishing, water taxis, scuba diving, sightseeing, tour boats, or dinner cruises. A license is often required for international chartering and for our instructors (students are considered paying customers). Even if you never intend to carry passengers or sail in Europe, a Coast Guard license will make you a better Captain.



Jim Bugay, Dave Davison, Cliff Hyniman, Brad Leslie, Chuck Emrick, and Michael Rogers went on to complete the Master's level course.



The Operator of Uninspected Passenger Vessel (OUPV) license, known as the "6-Pack" permits a Captain to operate an uninspected vessel for hire with 6 or less passengers. "Uninspected" means that the equipment required and the design of the boat are less regulated by the USCG. "6-Pack" is the common term referring to the 6-passenger limitation placed on the license. OUPV licenses are issued based on your experience. These can be Near Coastal (Out to 100 miles offshore), Inland (bays, sounds, rivers, and lakes), and Great Lakes.

To obtain an OUPV license, you must clear two hurdles:

Prove to the Coast Guard that you meet all of the regulatory requirements for the license including sea service (time on the water).

Pass a written test which includes Rules of the Road, Deck and Safety, General Navigation and hands-on Chart Navigation.

A US Coast Guard approved OUPV course is 56 hours of instruction followed by a 4-part extensive exam. You do not have to take a course, but your chances of passing are

greatly improved if you do. So, last February, the CRSA hosted our very first Coast Guard Captain's Course with the help of True Course Captain's School.

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So the next time you see these guys, shake their hand for a job well done. They earned it.

The CRSA is considering another OUPV class for February 2012. If you are interested, contact Ed Puterbaugh. sailor@bizcardstoday.com or 859-576-9602



Mark Arnold, Jim Bugay, Dave Davison, Cliff Hyniman, Brad Leslie, Ben Askren, John Dehart, Chuck Emrick, Michael Rogers, Richard Perry, and Derek Eggers all completed the OUPV Captain's Course.

A Rookie Races

by Misty Hagan

With little sailing experience under our belts, four to be exact, we headed for the waters of Lake Erie. Anxiety, fueled by both nerves and anticipation, accompanied us on our five hour journey to Toledo. We were attending our first regatta. We had no idea what to expect at the GRIN fall racing series. We had been asked to crew for a stiff competitor in sailboat racing. Of course, we jumped at the opportunity. What better way to learn to sail and sail well? Learn from the best.

Wanting to win, yet hoping to simply not disappoint, we arrived at the Jolly Roger Sailing Club. The Friday night gathering was pleasant and social. We enjoyed good food and listened to stories of sailing highs and lows. The camaraderie shared among the Catalina 22 sailors was contagious. Old friends reunited. We retired to our hotel room and tried to quiet our minds and rest our bodies in preparation for the big day ahead.

Following a restless night of sleep, race day arrived. In a last futile effort, we tried reciting all the racing rules we could remember, or at least the ones we could comprehend. In our minds we were just hoping to remember which line was the jib sheet. Stomach churning, we boarded the boat and headed to the race course. Our captain discussed strategy in preparation of the first race. Initially, with winds barely reaching four knots, I wondered if this experience would differ much from the inland waters to which we were accustomed. After some delay of waiting for the wind to increase, the horn sounded and we began the first race. At this point, all politeness and good humor was set aside. The race was on. It had now become every boat for herself. The goal was to win. You could feel the energy on the lake. Sailors who loved to race, loved the competition, loved the strategy, simultaneously doing what they loved. It was a sight to behold.

We ended our first race in third place. Not where we wanted to be, but anxious for another race. As the day progressed, the winds increased with each race. By the end of the second race, winds had picked up to ten to fifteen knots. The competition was intense. As we headed up to round the first mark, the jib sheets became harder to pull into a close haul with each tack. This was what we wanted to experience, hoped to experience, and feared at the same time. Could we do it? Were we up for the challenge? Rounding the mark

and heading downwind provided a slight respite for me, however Bob was up now. Setting the whisker pole in "moderate" wind, as we were told, proved more challenging than expected. The winds on Lake Erie were fierce in comparison to anything we had endured in our brief sailing history. Still trailing two other boats, we realized we would have to step it up a bit. The desire to not just sail a good race, but to win was growing.

Then it happened, everything came together. We had a great start. Our strategy, carefully planned out by our captain, was achieved through the use of several tactics along the way. It was fascinating to learn how to capture the wind and attempt to control it. We learned how to block a competitors wind and adjust the sail to achieve maximum flow. As we headed downwind we arrived at the finish line...first! Exhilarated, gratified, relieved...we had done it. And hence...we were hooked.

Hungry for more, we returned for a second day of racing. Bruised bodies and blistered hands were nursed. Aches and pains were medicated. We boarded the boat and headed out in search of more wins. The winds began and remained around ten to fifteen knots throughout the day. We finished first place two out of three races. We won second place overall. "Not bad for a couple of rookies," we thought. In all honesty, we realized the outcome had little to do with us, and all to do with the commands and instruction given by our captain.

At the end of the regatta, smiles and tales were shared by all as we met for a time of food, fellowship and awards. Politeness and good humor had returned to each sailor as they congratulated one another on a race well sailed. What a weekend. What an experience. It was a big gamble letting two rookies crew on a regional race. We are grateful for the gamble taken. Initially, we only considered a leisure life of cruising on a sailboat. Now, our appetites whetted, a whole new world of sailing has been opened. Thanks to Chuck, our captain, for opening this world of racing to us. Also thanks to Bruce, Rich, Gary and all the Catalina 22 gang for letting us share this experience and making us a part of the family. It is a wonderful organization for a fascinating sport.

Fall Series at Jolly Rogers Region 4 Catalina Regatta Toledo, OH

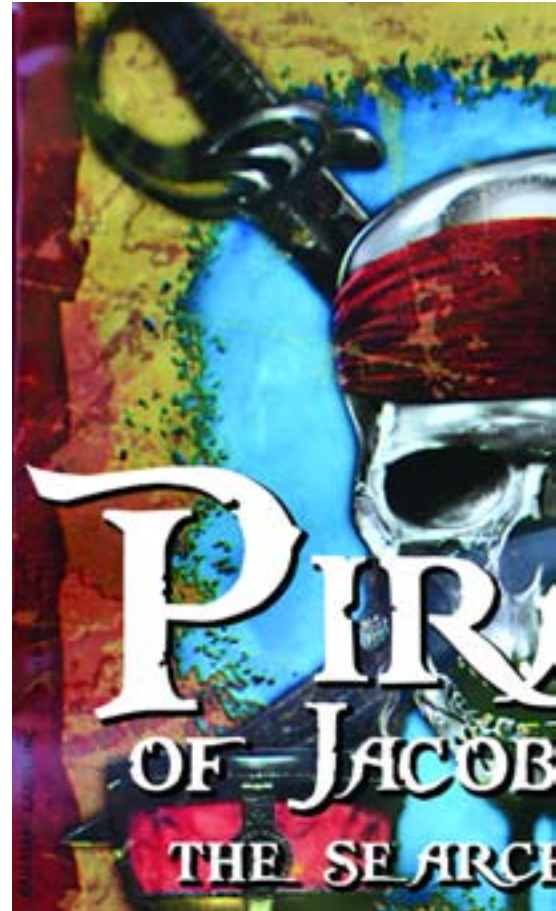
Have you ever broken-in a new to sailing crew at a regatta?

Being with Misty and Bob as they discover for the first time all that racing has to offer was great! Their self doubt of not doing well, basic questions on rules, all the distractions of watching other boats could have gotten us unfocused and it didn't! We were able to have these conversations and still focus on the race. OK it helped by having things color coded and saying pull the orange line or purple line. Expressions like Bob just sweep the deck with the pole and let play the banjo makes it connect Just asking about how other boat's speed or pointing ability seemed to get us back on the racer's edge after these exchanges.

So if you have concerns about taking new people out to a regatta, make it easier by color-coding your lines. Answer their questions then redirect back to watching the wind, other boats or explaining the next rounding! I found it can be easier than expected and fun as we go to the marks. This is how we can grow our class and share with others what we love about racing!

See you on the line!

Charles Emrich Chuck





Living The Dream

by Prince Dinger

Rich and Lyn Lewis have boated the Grand Canyon a number of times. Rich how many? I was a lucky invitee to go along on a Rich and Lyn trip. My second time down the Canyon.

As many of you know the Grand Canyon is considered the pinnacle. It is big water and a unique experience. It is a world of timelessness and being alive in a very special place. A wilderness trip with no chance for resupply or support. But I want to speak to just one place on the Grand Canyon. To just one rapid. To just one interaction between Rich and Lyn.

Lava Falls is a class 10 rapid. It is probably the most famous rapid on the river. You hit it at mile 179. As you round the turn to Lava you hear it. A loud deep menacing roar. And you are still a long way from the rapid. There is no free pass with Lava. You either run it or you don't. And there are holes everywhere. Ledge hole which is pretty much in the middle would swallow a house. You don't want to be there. So there is the left or right side choices. The left side is perhaps a bit more conservative. You can see a line that makes it past the lip of that thundering hole in the middle even though you must navigate the numerous other holes and pourovers below. Now the right side of LavaHummmm.

You scout the right side by hiking up a trail. It gets you high enough to see the whole rapid. As our group got back to assemble to run the rapid there was a conversation in place. Lyn had decided for the first time ever to do the right side. It was a momentous decision. One which Rich appeared to be much surprised by. When we all knew that Lyn was set and serious on this course we turned to Rich.

The big question. What are you going to do Rich?? There was some hesitation. Rich looked at Lyn and then the river and turned to us and smiled and said. "Well my wife is running the right side. I can't let my wife outdo me. I'm running the right side."

I stood on the high trail and watched their run. Rich followed Lyn. I am not sure they knew where they were once they hit the first drop just that they had to make their way left. They disappeared from view several times. Swallowed by holes and covered by water. We would see sometimes only a paddle above a wave face.

I think this will be how the next adventure will go. They will disappear from view only to reappear smiling. In retirement they plan on sailing the world with a Christian mission.

Together.



On the Water with the Lewises

We're loving living aboard. People are friendlier than any place we've lived before. Anacortes is a great place to live. We've found a church that is an excellent fit.

The company doing our refit does good work and the guy who leads our refit has become a good friend. He stops by most evenings just to talk. He spent all of last Saturday on his own time building the

(they easily split it into two and it came apart like two halves of a clam),

- The water pump had to be rebuilt (I did that - it was easier than I thought),
- The head pump needs to be rebuilt (on my list),

The good news is that we are discovering these issues now before going offshore.

Overall, we're very happy. We've found the best Chinese, pizza, and soft serve ice cream that we've ever tasted (though I miss my pad thai). We miss our KY friends, but folks are easy to get to know around here. We've already had two folks over to the boat for meals and we have two more that are coming. Aaron and



first phase of an elaborate 10 cubic foot storage system in the engine room while I just handed him tools.

- Downside (there's always a downside) is that living aboard has allowed us to discover issues the surveyor missed.
- The holding tank leaks (big deal because it has to be cut out in pieces to get through the access door of the engine room),
- The hard top dodger front edge was cracked and the core rotted, so it's being rebuilt as a solid top

- The compressor for the refrig/freezer needed to be rebuilt and its cooling system redesigned. It is not strong enough also to provide AC for us, and there really isn't room nor battery capacity to do AC (so we're not going to have it). We're considering additional fans, though we have six already.
- We have more stuff than space. The prioritization continues to be difficult. I'm going to be building a large shelf in the anchor locker that will give us another 5 cubic feet that will help.

Anita Smith are planning to come in October/November for several days. We're sailing the boat over to Port Townsend for a week mid-October for Lyn to take a sail repair class from Port Townsend sails and for them to measure us for sails and for a rigger to rig our pole.

Blessings to you guys. Be well . Stay in touch.

—Rich Lewis

Cave Run Sailing Association

PO Box 256
Lexington, KY 40588

**Upcoming Events:**

NOVEMBER 12

at Spindletop Hall

Reservations needed by
November 8th.

shafer.sally@gmail.com

DON'T MISS IT!

www.caverunsailing.org

A Tidbit Of Naval History

(submitted by Chris Bollinger)

The U. S. S. Constitution (Old Ironsides), as a combat vessel, carried **48,600 gallons of fresh water** for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, **48,600 gallons of fresh water**, 7,400 cannon shot, 11,600 pounds of black powder and **79,400 gallons of rum.**"

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and **68,300 gallons of rum.**

Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and **64,300 gallons of Portuguese wine.**

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, **salvaging only the rum** aboard each.

By 26 January, her powder and shot were exhausted.

Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred **40,000 gallons of single malt Scotch** aboard by dawn. Then she headed home.

The U. S. S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and **38,600 gallons of water.**

EDITORS NOTE: That's a total of around 300,000 gallons of alcohol or 632 gallons per person over a seven month period. That is 90 gallons a month or around 3 gallons every day per person.

GO NAVY!

