



The MainSHEET

A New Season of Sailing

NOTES FROM THE COMMODORE

Before we jump into 2022, I would like to recap and acknowledge all of the excitement, energy and work that was put into the 2021 annual meeting and banquet. We had a fabulous time of fellowship, food and dancing, along with some business. Forty-two club members safely and respectfully attended the meeting on Saturday evening, November 13 at the Lexington Country Club. A special thank you to **Fresca Liddy** for ensuring our evening was safe, fun and successful! Awards were presented for racing and the Grand Annual Regatta along with several special awards, including:

Most Active New Member—**Sam Moher**

Commodore's Award—**Steve Morris**

Captain Crunch Award—**Ben Askren**

Charlie Jett Award—**Valerie Askren**



A day on the lake

The Charlie Jett Award goes to an individual ~~that has consistently demonstrated~~ an over and beyond commitment to CRSA. This is not an annual award, but is presented on an as desired basis. Upon a unanimous vote from the executive committee, I was pleased to present this award to Valerie Askren, for her **MANY** years as Commodore and for being an unfailing ally and advocate for CRSA!

The executive committee unanimously awarded Honorary Memberships to **Al and Ruth Lawton** and **Bill and Charlotte Lubawy**. Honorary membership is awarded to individuals who have demonstrated over many decades their support and commitment to CRSA in various leadership roles. Please check out the website and take a few minutes to enjoy the videos celebrating the Lawtons and Lubaways! Please see link to videos on pages 6 and 7.

Also during the meeting, the nominating committee presented the 2022 executive committee slate, which was voted upon and approved. The complete list of officers can be found on the last page of this and each newsletter.

David Liddy is our new Vice Commodore and will be responsible for organizing the Spring Regatta and Fall Grand Annual Regatta. David is replacing Steve Morris, who has served as Vice Commodore for 4 years and has done a great job of organizing these club favorite events, along with providing fabulous food and fun! Steve has agreed to support David along his journey.

Jon Ware is also new to the Executive Committee, serving as Secretary. Ken Ruhl, who has been Secretary for the past 4 years is stepping down, although he remains committed to helping Jon be successful.

Fred and Charmaine Pfister are the new editors of the MainSHEET. After 15 years of devoted and outstanding service, Bill Lubawy is passing the baton. A special thank you to Bill for your incredible work supporting, compiling and sharing so much of CRSA's history, events, and activities! THANK YOU, BILL!

Cont'd pg 10

Continued on page 10

Welcome to CRSA



*Linda Klink and
Sharon Chandler*



2021 Annual Awards Banquet



CRSA BANQUET AWARDS

Club Racing Awards

Presented by Luke Adams

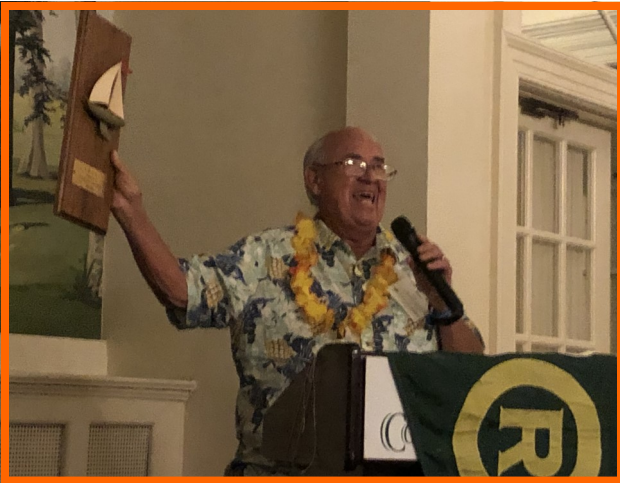
Best Crew Award:

C. Barret Emrich
(not present)



Grand Annual Racing Results and Awards

Presented by Steve Morris
(no winners present)



Cruisers: 1st – Chuck Emrich

2nd – Mark Breeden

3rd – Brad Leslie

Daysailers: 1st - Chris Bollinger

2nd – Tony Stansbury

3rd - Kaye Arnold

Sunfish: 1st - Emma Askren

2nd - Joy Huntley

3rd-Hayden Westfall

Club Awards



Active New Member:
Sam Moher



Commodore's Award:
Steve Morris



Captain Crunch Award:
Ben Askren



Charlie Jett Award:
Valerie Askren

Honorary Memberships



Al and Ruth Lawton

Link to slide show of Lawtons:

<https://www.youtube.com/watch?v=9OnFsatyMro>

Honorary Memberships



*Bill and Charlotte
Lubawy*

Link to slide show of Lubawys:
<https://www.youtube.com/watch?v=J3XxMlhIpsc>

Banquet Smiles





Mark Your 2022 Calendars and Watch for Details!

(COVID status dependent)

Saturday, June 4th—2nd **Annual Commodore's Tea** with Manly Beer

Saturday, October 29th—Lexington Country Club reserved for our **Annual Business Meeting**. Looks like a fun evening for costumes!

Fresca Leddy—CRSA Social Director

Notes from The Commodore—Cont'd

Bill Jones is going to leadership team, representing remote control (RC) Sailing. He has scheduled RC sailing races listed on the calendar of events.

2022 offers a new year of opportunities for fun, racing and more fellowship with your CRSA friends! Mark your calendars!! Please refer to the CRSA website for a calendar of CRSA events! Keep in mind that in these uncertain times, many things change unexpectedly!

This is YOUR club and we are strong, healthy, and growing! Like any other volunteer organization, it takes people power! Please plan to attend a Zoom meeting to learn and talk about the opportunities to get involved on **Tuesday, February 1st at 7:00 PM EST**. A link to this meeting will be provided closer to the date.

In closing, I am proud to be a part of this incredible group of people and enthusiasts! 2022, although starting with a snow storm, has promise to be another fabulous year!

Molly Sutherland—CRSA Commodore

TECHNOLOGY: BE ALERT AND BEWARE

Hackers and phishing continue their persistence and I do not believe anything will be changing going forward, unless they only get more sophisticated and more invasive. Be aware, I as your Commodore, will never send a request for money or gift cards, etc. Before you open anything, be careful, be alert, check the email address. If anything feels suspicious, either ignore it or delete it—**do not open it**.

No matter how much we fortify our security systems, there will always be areas that can be breached. Sam has done a great job, although there are limits to what resources allow us to do. Again I ask you to be alert, be aware, and be careful!



Sowing Seeds at Jacobson Park

For our youth and teenagers July 2022!!
July 5, 2022-Saturday (pirate day) July 23, 2022
Registration is open at our website

Youth sailing is about legacy. The link between Cave Run sailors and the youth sailors is passion. Sailing isn't only about boats. It's about friendship, it's about passion, and it's about manpower and working together as a team. They're all values that humans need in life, and if you don't have them, boats don't work. The best way to predict the future is to create it!

That's why Cave Run Youth Sailing Academy is determined to give these youngsters a taste of the wind and water early on in life. These training days will give our younger sailors and introduction to the basics of sailing and bigger skills in life.

We plan to challenge our students to be safe on the water and have fun with others in the process. This is just the beginning and a long way to go! And with passion what a journey!

We need volunteers to keep our kids safe and give some life lessons! If you have a day -Tuesdays(6-8) or Saturday Afternoons (1-4) and want to give back please call Chuck 859-270-2199 or caverunsailing.org and sign up as a volunteer. And make a difference!

Let's Go Sailing

For Women By Women

Come Join us January 22nd from 11 to 2. We will share and discuss sailing basics and plan some fun adventures.

Scott Creek Marina
4325 Kentucky Highway 801 S
Morehead, KY 40351

Please bring a bag lunch.

Next meeting will be February 12 at the same location.

RSVP and Questions
commodore@caverunsailing.org

859-509-2249



BOATU.S. FOUNDATION

BY MARK CORKE, BOATU.S. ASSOCIATE EDITOR



The BoatU.S. Foundation for Safety & Clean Water is a 501(c)(3) nonprofit organization dedicated to keeping boating safe and clean. It is independently funded by donations from BoatU.S. members and grants. Visit BoatUS.org to learn more.

Preventing fuel spills

We all share the same water, so being a responsible boater is everyone's job. Here's one way to do your part

It's easier than you think to accidentally turn what should be a routine chore at the fuel dock into a first-class mess. Part of being a sensible, responsible boater is ensuring that fuel tanks are filled correctly and no fuel is spilled into the water, which can have significant consequences for aquatic life.

Filling fuel tanks requires careful procedures. Even if a fuel-fill nozzle has a lock-off device, don't use it. By the time the nozzle catch has tripped and stopped the flow of fuel, you may have already sent a fair amount of fuel onto the deck and into the water. This malady is most often caused by "burping," which is the result of air trapped in the tank or the boat's fill hose. It escapes through

the fuel fill, bringing fuel with it.

The Clean Way Fuel Fill from Scandvik (cleanwayfuelfillshop) is an example of a product that helps avoid fuel spills at the pump. In the event of fuel burping back through the filler, excess fuel is directed upward into the device, where downward sloping baffles lead overflowing fuel back into the tank.

Another method is to wrap an oil absorbent pad or heavy absorbent sock



The Clean Way Fuel Fill is one of several products that help prevent fuel spills.

around the fuel fill nozzle to catch any blowback or errant spills. And always keep ample oil-absorbent pads within quick reach should something go wrong. An Internet search will reveal various products to help prevent spills, but always look for testing reviews and do some testing yourself to be sure that any product does as advertised in your situation.

Fuel in the bilge

Not all oil pollution occurs while filling the boat with fuel. Bilge water often

10 ways to prevent fuel spills

1. Make sure that you're putting fuel into the correct tank. GEICO | Boat U.S. Marine Insurance receives claims each year from someone pumping fuel into a rod holder or water tank.

2. Fill tanks only to about 95% capacity to allow for expansion and sloshing as the boat moves.

3. Do not top off the tank. The boat's movement may cause fuel to leak from the tank vent, causing pollution.

4. Use absorbent sheets or pads around the fuel

pump nozzle while transferring it from the dock to the boat and while filling to prevent splashes marking boat decks and leaking into the water.

5. Listen carefully. It's often possible to hear when the fuel is getting closer to the top of the tank.

6. Hold (or have someone else hold) a highly absorbent rag or fuel absorbent pad at the fuel tank's air vent to absorb any spillage from the vent. Or consider purchasing a fuel-vent collection device

that sticks on the outside of the boat with suction cups and will hopefully collect any fuel that happens to find its way out of the vent. But if there is ANY question of this type of device adhering to the hull, have someone hold it in place.

7. Consider installing a whistle in the fuel-vent line, designed to make noise as long as fuel is flowing. As soon as the tank is full, the whistle stops, and you know it's full.

8. Don't let the higher pump

speed catch you unaware. Many pumps at fuel docks fill at a much quicker rate than those at the local gas station to allow boats that often have large fuel tanks to fill faster.

9. Regularly check your fuel system for leaks. Not only is this a fire and explosion hazard, but if fuel leaks into the bilge, it may be pumped over the side by the bilge pump.

10. Replace the gas cap after fueling, and maintain the gasketing around the cap. — M.C.

contains oil, grease, and fuel. To prevent this oily water from being pumped out of the boat by the bilge pump, consider placing oil-absorbent sheets under inboard engines. A couple of oil absorbent bilge socks or sausages in the lowest part of the bilge close to the bilge pump pickup (but not interfering with the pickup or switch) will



If you have a gasoline inboard engine, run the blower for at least 4 minutes — more is better — after filling the tank to disperse explosive vapors before attempting to start the engine. The blower and its switch should be ignition-protected and designed for the purpose.

go a long way to preventing dirty bilge water from polluting waterways.

At least once a year, check all fuel hoses for cracks and loose connections that may cause leaks, replacing any that may be suspect. ABYC standards stipulate that all fuel fill hoses should be double-clamped, so ensure that all hose clamps are in place and well tightened.

In sum, preventing spills is up to all of us. Using a little common sense and some basic preventive measures, we can keep our waterways clean for all. But no matter which "devices" or techniques you use, "CAUTION" is always in order. With fuel, oil or grease, it doesn't take much on a boat for something to go wrong causing a sheen on the surface. 🛡️

What to do if it happens

By law, any oil or fuel spill that leaves a sheen on the water must be reported to the U.S. Coast Guard National Response Center by calling (800) 424-8802. If it happens, do not (as some have erroneously done) try to use detergents of any kind to disperse spilled fuel. This does more harm than good. It only breaks down the fuel floating on the water into smaller particles, making it much harder to clean up and more toxic to marine life. According to the Environmental Protection Agency (EPA), one pint of fuel spilled into the sea or lake creates a toxic oil slick that can cover 1 acre, larger than a football field. — M.C.

The Silk Purse Project 1966 O'Day Day Sailer Restoration Submitted by Jon Ware

In 1956, Uffa Fox and George O'Day collaborated to create the design for the O'Day Day Sailer. Fox is credited with introducing the technique of planing to dinghy racing which is seen in the Day Sailer's hull. The first Day Sailer was sold in 1958 and the production year of the restored vessel is 1966. The boat employs a fractional rig with this particular vessel employing a keel-stepped proctor mast.

Howard Siever and his son Mark were the boat's previous and original owners. I was fortunate to have the chance to speak with both Howard and Mark about their love of sailing and racing. Bitten by the racing bug, they first took part in the regattas held in the San Francisco Bay area. They would go on to race throughout the United States, including Day Sailer Association National Championships. Fierce competitors, Howard and Mark endeavored to obtain the highest level of performance from the boat. This meant the original rigging was completed by Hank Jotz of Jotz Sails and an ongoing experimental process with rigging evidenced by four different jibsheet track locations. Additionally, they employed unconventional rigging components that could not be identified by either the Day Sailer Association members, or in some cases, by the owners themselves.

In the 1990s the pair stepped away from racing and the boat was placed on the hard in Lexington, Kentucky until 2019 when its restoration began. As fiberglass boat production was still fairly new in the 1950s, exposure to weather revealed the shortcomings of the quality control measures in place at the time at O'Day's production facilities. The fiberglass topsides epoxy coating had broken down and severely alligatored while the hull had become pitted. Fasteners had become frozen and had to be cut away for replacement. The wood thwarts, cowling, cowling backing plates, and rudder head had rotted, and their fasteners lost all purchase.



Prior to beginning, I anticipated that I would have the boat restored and in the water in a few short months. In the end, the effort would consume thousands of hours over the course of two years. My wife's love, support, and patience would be tested to its limits as the project took over our garage for almost all of that two-year period.

The restoration effort began with the removal of all hardwood, the construction of a sturdy boat cradle (using scrounged wood and fasteners), and the transfer of the boat from the trailer to the cradle. A stout branch on our sugar gum tree served as a crane jib. With the help of family and friends, we put her in the air and lowered her to the cradle. At that point the lengthy effort of removing the damaged epoxy and fiberglass began. I thought the years of exposure might have "loosened the lid" for me.

I couldn't have been more wrong and the epoxy held up tenaciously against repeated attacks from heavy grit abrasive disks and belts. My frustration and impatience eventually got the best of me as I broke down and put a belt sander to her. After all that abuse and fairing the surfaces, a great deal of time was spent preparing for a barrier coat and bottom paint. I didn't think this was possible but along the way I managed to put enough mileage on a Makita orbital sander to require its repair. Along with the surface prep happening at this stage, I also made the required structural repairs using sealed and epoxy glassed marine plywood for the gunnel supports, gunnel support brackets, cowling backing plates, thwarts, and rudder head.



Once the final coats of topside and bottom paint were complete the long and confusing process of re-rigging began. I spent an inordinate amount of time determining the function of some of the unusual rigging,



components, items that needed to stay, items that needed to go, and if any improvements could be made. I replaced the forestay anchor plate, spreaders and brackets, rubrail, horn cleats, and cam cleats. I fabricated custom stainless-steel plates to cover the awkward transitions of the rub rail at the transom and bow. The stainless-steel halyards and outhaul were replaced with modern synthetics. The old fasteners were discarded, and new ones took their place. Lastly, I added exit blocks to topside aft of

the mast to allow the main, jib, and spinnaker halyards exiting the bottom of the proctor mast to be adjusted without having to go below into the cuddy cabin.



Cont'd pg 16

To ensure compatibility with all materials I made exclusive use of products from TotalBoat and relied heavily on their technical advice and support throughout the project. I can't thank them enough. Even more, I must thank my wife who endured so many hours of tinkering in the garage, huge obstructions in the backyard, layers of dust covering the driveway and cars, fumes from marine coatings, large patches of dead grass, tools spread hither and yon, and over two years of me ranting about this project. Last, but not least, I also thank my son who helped me get the boat on/off the cradle, grind away layers of old epoxy, and made sure I properly ventilated the garage when I was painting.

The project was a long and arduous one. I considered walking away many times, but am very happy I endured to the end. I learned many lessons along the way about fiberglass repair, marine coatings, boat rigging, and my own limits. While I am thankful for the experience and I will no doubt bring these lessons learned to future projects, I have sworn to both my family and myself never again to take on a project of such scope and scale.



Convenient Links for CRSA members

Remember you can access the complete Executive Committee by e-mail. See names and addresses on the final page of this newsletter.

Check the 2022 CRSA Calendar of Activities often to find sailing events of interest to you.

You can access the Calendar at this link: caverunsailing.org

Cave Run Sailing Association
PO Box 256
Lexington, KY 40588
caverunsailing.org



This Issue of the
MainSHEET is
VOLUME 38 # 1
January 2022

The MainSHEET is published 4-8 times a year and distributed to members through email, by The Cave Run Sailing Association, PO Box 256, Lexington, Kentucky 40588.

The Cave Run Sailing Association is an all volunteer, nonprofit association dedicated to:

1. promoting both leisure and race sailing,
2. conducting sailing education classes,
3. providing a forum for good will and social activities among those interested in sailing and
4. participating in charitable and community service activities.

Membership Information can be obtained from Luke Adams at Membership@caverunsailing.org.

The MainSHEET is edited, sometimes carefully and sometimes not, by Fred Pfister. Please contact Fred for article ideas and or suggestions at Mainsheet@caverunsailing.org. Special thanks to all those who contribute pictures and information.

CRSA 2022 Officers

Commodore	Molly Sutherland	Commodore@caverunsailing.org
Vice Commodore	David Leddy	ViceCommodore@caverunsailing.org
Rear Commodore	Mark Breeden	RearCommodore@caverunsailing.org
Treasurer	Michael Jones	Treasurer@caverunsailing.org
Secretary	Jon Ware	Secretary@caverunsailing.org
ASA Sailing	Jim Dinger	ASAsailing@caverunsailing.org
Cruise Director	Merritt Wade	CruiseDirector@caverunsailing.org
Harbor Master	Brad Leslie	Harbormaster@caverunsailing.org
Membership	Luke Adams	Membership@caverunsailing.org
Newsletter	Fred Pfister Charmaine Pfister	Mainsheet@caverunsailing.org
Social Director	Francesca Leddy	SocialDirector@caverunsailing.org
Webmaster	Sam Moher	Webmaster@caverunsailing.org
Youth Sailing	Chuck Emrich Kelly Emrich	YouthSailing@caverunsailing.org
RC Sailing	Bill Jones	Rcsailing@caverunsailing.org
Past Commodore	Valerie Askren	PastCommodore@caverunsailing.org