

## Newsletter of the CAVE RUN SAILING ASSOCIATION



### From the Commodore

David Davison —Flying Scot #2194

April is upon us and it's time to re-commission our boats and start racing, cruising and enjoying the water. The summer race series starts with a practice race on April 14<sup>th</sup>. The score doesn't count but it is a good "shake down" to see if you remember to attach all the sails and running rigging, and remembered to put the plug in the hull. I've got a new suit of sails for the Flying Scot that arrived in January so trying them out will be like Christmas in April. And the First club cruise is 3-days on the Chesapeake Bay over Memorial Weekend.

### CRSA 2012 Commodore's Cruise

#### 3 Days on the Chesapeake Bay - May 25-29, 2012



- Sail from Annapolis, the largest concentration of sailboats in the country, to the historic Chesapeake Bay.
- Superb scenery, superb sailing, lots of fun!
- Learn how to sail bigger boats and chart a course, or just sit back and relax.
- Sail with experienced CRSA Captains in 40-50 foot boats.

CRSA is again sponsoring a 3 day Chesapeake Bay Cruise. Sure to be a SPECTACULAR adventure.

Depart Lexington early Friday morning, May 25<sup>rd</sup>. Sail 26, 27 & 28. Return Monday evening May 27<sup>th</sup>. Rest aboard and drive home Tuesday, May 29<sup>th</sup>. Price is approx \$580/person includes boat rental and on board meals. Car Pool transportation, on shore food and beverages will be the responsibility of the participants. Single occupancy not guaranteed.

Ask any CRSA member who has gone in the past. They will tell you the Chesapeake Bay trips have been a memorable and unique sailing experience. The trip is GREAT, especially if you have not had the experience of sailing in a large boat and in different waters from Cave Run. You must be a paid 2012 CRSA member to attend. \$100/person non refundable deposit required.

**Phone response needed ASAP! The boats are filling fast!**  
**Call - Al Laurton, 859-293-2793**

### CRSA Members Boats Needed for Beginning Sailing Water Lab on Sat April 28<sup>th</sup>!

CRSA is again offering its Beginning Sailing water lab on Saturday April 28<sup>th</sup> from 10:00 am to 3:30 pm. Captains and boats are needed to take beginning students out and supervise their boat handling. Captains Instructions will be provided. Please contact Bill Lubawy, [Lubawy@uky.edu](mailto:Lubawy@uky.edu), 859-273-1591 if you can help.

### RENEW YOUR CRSA MEMBERSHIP TODAY!

You can renew with paper (form enclosed), include a paper check and mail to CRSA, P.O. Box 256, Lexington KY 40588.

You can also download the membership form and pay on-line through a link at [www.caverunsailing.org](http://www.caverunsailing.org) (secure

payment, no password needed, but you do need to use a check). Please submit (mail, or scan and email) a completed membership form to Sally Shafer.



Don't miss this year with CRSA, there will be a lot happening!

#### Upcoming CRSA Events:

1st Race / Social / Raft Up	4/21
Beginning Sailing School	4/24&26
2nd Race	5/12
Racing Clinic	5/19
Chesapeake Bay Cruise	5/25-29
3rd Race	6/2
Youth Sailing Classes Begin	6/13

[WWW.CAVERUNSAILING.ORG](http://WWW.CAVERUNSAILING.ORG)

## Harbor Master's Report - Spring 2012

### By Brad Leslie



Sailing and racing season is almost here! We have been working diligently to prepare our equipment for a season of use by the club. The following is a list of projects we have underway or have completed in anticipation of the upcoming year.

#### Margret Mary-II

- Prior to last winter, the engine was winterized by fogging the carburetor and removing the battery for charging.
  - This season we have reinstalled the battery and started the engine and have no apparent mechanical problems. Early this season the lower deck of the boat will be covered with Indoor-Outdoor carpet, eliminating the flaking of the original epoxy surface.
- The club has a need to rent or borrow a trailer for the purposes of having this boat's engine serviced this year as well as her bottom cleaned and inspected. If any one has or knows of a trailer that can support our 30 ft long, 10 ft beam boat, please contact me. Presently, I have been unable to arrange to use the trailer owned and used by the marina for their identical boats.



#### Club Sail Boat

This Hunter 23 was recently purchased by the club to replace the Miss Moose as she has been retired.

The features of this boat are as follows:

- Double forward berth,
- three quarter berths, fold down dining table
- 5' 2" head room, sliding hatch opens to provide open cabin
- New running rigging
- Life lines & Bow Pulpit
- Anchor locker with Danforth anchor and rode
- Compass
- New battery
- 30 watt Solar panel to recharge battery (totally self sup-

porting).

- Main and Jib reconditioned by Sailcare in January 2012
- Main Sail cover and tiller cover
- Stainless steel alcohol Origo 1500 stove
- 1987 Magic tilt type trailer VIN# KW818/19442HM87
- Capacity 3420 lbs, new tires and bearings.
- Original cushions

This boat will be ready for club use at a nominal fee as soon as she is licensed.

Watch the website for details or contact my self or any board member to arrange to use the boat.

#### Safety/chase boat

This V- bottom John Boat is being made ready for two uses this year. It will be used with an eclectic motor at Jacobson Park for our youth sailing program there and with an outboard at Cave Run Lake as a safety boat and to set marks for races.

This season the boat has had the following work done to make it ready for use:

- Replaced thru-hull drain and plug
- Change trailer bearings
- Fix/replace lights
- Add a spare tire
- Install safety chain and hook

In the coming days we will install a battery and the donated electric motor.



#### Sunfish

This sunfish hull was renovated last summer. I used a borrowed set of spars and sail to try it out then. We will be purchasing a new sail and set of lines to make this boat complete. It will be used in our youth sailing program at Jacobson Park and Cave Run Lake.



There is always maintenance to be done on our equipment. If you have time on your hands and like to "mess about in boats", please contact me and I will gladly give you a few things that need doing.

Work planned for the summer is:

- Through cleaning of our storage unit at Hooks.
- Re-bedding chain plates on the club sail boat.

See you on the lake! Brad

## Racing Clinic - David M. Davison - Flying Scot 2914 & the Racing Gang

One of the quicker ways at learning boat handling is to race. Day sailing beats the heck out of a good day in the office, but the sailing inclination is to go where the wind blows. Racing requires the sailor to sail a specific course, share the course with other boats and attempt to do it faster than anyone else. This can look scary at first but after a few races you can figure it out, or you can jump start the process and come to our 2012 Racing Clinic.

We'll host the clinic at Cave Run Lake on Saturday, May 19<sup>th</sup>. We'll conduct a shore side instruction and on-the-water drills on the "Fundamentals of Sailboat Racing and Boat Speed." The clinic is designed to improve the racing skills and performance of CRSA members. Saturday's on-the-water activities will include racing drill and a practice race. The CRSA Race Committee will arrange for instructors, clinic materials, Shore Side facilities to support instruction, and social enjoyment for the participants and guests. Watch our home page for more information and registration form.







## Check out the Cave Run Sailing Association website for upcoming events and club information!

[www.caverunsailing.org](http://www.caverunsailing.org)

### Our new website presents the following menu outline:

**About CRSA** contains information about the association, by laws, club history, and a list of the executive committee. You can click on officer's names to contact them directly!

**Membership** contains updates from Sally, the membership application, and online payment options. When logged in, members can also see an up to date directory listing all CRSA members and their contact information.

**Calendar** lists all of the CRSA events for the year.

**Social Events** provides updates on upcoming social events (such as raft ups, the summer social, and the annual banquet), as well as a recap of past events (like trip tales).

**Club Racing** contains the summer sailing series schedule, documentation for club races (NOR, Sailing Instructions, Registration, and Results), information on the race committee, and racing education documents created by Chris. A crew list, for skippers to find interested and available crew for racing, is also visible once a member logs in.

**Regattas** provides up to date information on the regattas our club hosts, such as the Down the Lake, Charity, and Grand Annual.

**Cruises** allow captains to post information about upcoming cruises. Currently, we have information on the Commodore's Cruise to Chesapeake Bay and the Summer Cruise.

**Sailing Classes** lists the classes offered by CRSA: beginning sailing, ASA classes, and youth sailing.

**The Fleet** showcases the boats CRSA owns and operates.

**Newsletter** features the most recent MainSHEET. Members may log in to view an archive of old issues.

**Board Updates** is only visible when a member logs in to the site. Here, executive committee members can post information to keep club members updated. Posts from all officers are shown on the first page you see, but you can also click on an individual officer position to view only their updates.

**To create a member account**, you must first be a current member of CRSA. Once you are registered, our membership chair, Sally, will send you the member verification passphrase. On the CRSA home page, there is a box on the right that says "Create a Member Account." You input the passphrase there and click "Submit." Next, you can create your own username and password and submit. Go back to the CRSA homepage and you will see a "Member Log In" box below the "Create a Member Account" box. This is where you enter your credentials anytime you want to log in to the site. If you forget your username or password, it is very easy to recover. There are links in the "Member Log In" box which ask you to verify your account e-mail address and prompts you on how to update your account credentials.

### As of when this article was written, the members-only information on the site included:

- Membership → Membership Directory
- Club Racing → Crew List
- Board Updates (the entire tab and its contents)

**In the near future (possibly even by the time you're reading this article!), some additional features we will be implementing include:** A Lake Info tab for directions to and maps of Cave Run Lake, as well as weather and wind conditions

- Archives of past executive committee meeting minutes, MainSHEET publications, and racing results
- Online forms for membership, sailing classes, and club boat sign-out
- Discussion board capabilities for a variety of topics, including classified ads
- Photo gallery for club members to share photos from recent events

As always, I would love to hear feedback from the club! If there's anything you'd like to see that we haven't mentioned or if you need help accessing or finding certain content on the site, let me know! My e-mail is [webmaster@caverunsailing.org](mailto:webmaster@caverunsailing.org).

#### CREATE A MEMBER ACCOUNT

For security purposes, before you can create an account below you must first enter the member verification passphrase. If you have not received the members passphrase, contact the membership chair.


#### MEMBER LOG IN

  
  
☐ Remember Me  


- [Forgot your password?](#)
- [Forgot your username?](#)
- [Create an account](#)

#### LINKS

- [CRSA Apparel](#)
- [CRSA Facebook](#)
- [Regional Clubs](#)

### Post-race Social / Raft Up - April 21<sup>st</sup>

Please join us for food and fun on the water! This event will kick off the sailing season on the lake and will follow our first race of the year. Even if you're not a racer, come over and see your fellow CRSA members. Look for the Margaret Mary II with the yellow and green CRSA burgee. We will most likely be docked in the Scott Creek Marina or the mooring field. If you are new to the club, the MM-II is the large pontoon boat used by the race committee. Bring your own drinks. Sandwiches will be provided. Food will be served following the last race (approx. 4:00 or 5:00 p.m.). Contact Bob and Misty Hagan for further questions: 606-465-3368 or email: [rmhagan@roadrunner.com](mailto:rmhagan@roadrunner.com). If you do not have a boat and would like to crew, remember to sign up on the "crew available" list on our website. With or without boat, come on over and join us on the Margaret Mary II. Hope to see you there! Misty



## CRSA Youth Sailing 2012

Ahoy young maties! Introduce your child to the thrills of sailing in the CRSA Youth Sailing Program!

**Who:** Children between the ages of 7 and 14 years. Prior year students who want to further improve their skills are also welcome.

**What:** Learn the basics of sailing including water safety, boat anatomy, rigging, knots, points of sail, and boat maintenance. Small sailboats specifically designed for teaching youth sailing will be used. We like to have fun!

**Where:** Jacobson Park, Lexington, KY with optional excursions to Cave Run Lake.

**When:** Wednesdays, 6-8 PM. Two 4-week sessions will be offered.

Session 1 6/13, 6/20, 6/27, 7/11

Session 2 7/18, 7/25, 8/1, 8/8

**Cost:** Members: \$20 for one session; \$35 for both. Non-Members: \$25 for one session; \$45 for both.

**Space is limited!**

**For registration and other information contact Ben Askren, Youth Sailing Director, [ben.askren@gmail.com](mailto:ben.askren@gmail.com)**

## Learn to Sail!

CRSA will again offer its popular Beginning Sailing Classes April 24<sup>th</sup>, 26<sup>th</sup>, and 28<sup>th</sup>, 2012. These classes are for individuals who have no sailing experience and want to learn the basics, or for sailors with little or long ago sailing experience who want to refresh or sharpen their skills. Beginning Sailing is not designed to offer an official certificate as are the more extensive CRSA-ASA courses, but is an excellent preparation for them or other certificate courses. The beginning course is open to teenagers and adults. Younger children should enroll in the Youth Sailing Course offered at Jacobson Park by CRSA.

Classroom sessions are Tuesday, April 24<sup>th</sup> and Thursday April 26<sup>th</sup> from 6:30 to 8:30 pm at the Bates Creek Branch of the Lexington Public Library and are free and open to the public.

An on-the-water lab is on Saturday April 28<sup>th</sup> from 10 am to 3:30 pm, with a break for lunch, at Cave Run Lake, about a 55 minute drive east of Lexington off of I-64, and includes sailing with your own volunteer experienced captains in two different types of boats. The cost for the on-the-water lab is \$95 which covers insurance, a reference textbook for the course and a one year membership in CRSA.

More information and registration information can be obtained from Bill Lubawy, 859-273-1591 or [Lubawy@uky.edu](mailto:Lubawy@uky.edu).

Registration will be available on the CRSA website, [www.caverunsailing.org](http://www.caverunsailing.org).

### Topics covered include:

- types of boats concentrating on those sailed in our area,
- parts of a boat,
- how sailboats are controlled,
- setting sails,
- how to "see" the wind on the water,
- going in different directions,
- trimming sails for efficiency,
- turning safely,
- safe check list for sailing starting with weather forecasts and ending with a smile,
- how to leave from and return to a dock,
- adjusting sails for different wind conditions,
- safely handling wind gusts, and
- very basic knots.



## CRSA MEMBER PROFILES



**Member:** Bob Peddenpohl, Lexington, KY

**How did you hear about CRSA?** I was searching for a place to take the ASA101 Sailing class. I joined CRSA in 2011.

**Do you own a boat? What type of sailing do you enjoy?** No, I don't own a boat, but I enjoy all types of sailing. Cruising in the ocean waters is my favorite.

vorite.

**What CRSA member benefits do you find most useful? Why?**

The Sailing classes are well taught, the teachers were fun, knowledgeable, and very generous with their time and their boats.

**What do you enjoy most about CRSA?** I enjoyed taking CRSA's Intro to Sailing and ASA101. I learned a lot and was able to meet several of the CRSA members, and then enjoy a day of sailing with these members.

**Tell us about an exciting sailing adventure you have had.** I chartered a "bareboat" with a group of friends for a week in the British Virgin Islands. One friend is an experienced sailor, but everyone else was new to sailing. The water and scenery there is beautiful. I had a great time scuba diving and island hopping.

**Do you have a special CRSA related memory to share?** At the beginning of ASA101, we had to deal with bats that had made the covered mainsail their home. At the end of ASA101, we tied up to the mooring ball using only sail power!

**Would you recommend CRSA membership to others? Why?**

Yes. CRSA is a great way to learn about sailing, and meet others interested in boating. It's also nice that the club has a sail boat available to members.

**What member benefit are you looking forward to enjoying?**

Sailing events at Cave Run. Taking the new club sailboat out for a sail.



**Newsletter Co-Editor:** Bill Lubawy, Lexington, KY

**My family . .** Charlotte, my wife and fabulous co-captain for 41 years, and three grown up daughters all now living in California.

**How did you hear about CRSA**

While in our first house in Lexington a new neighbor moved in behind us. He brought with him a 45 year old mahogany hull Lightning from Wisconsin. We helped him get the boat ready to sail and learned to sail from him. After several family outings his wife asked us if we would "Sail with Ken while I take care of your and my kids?" She did not like to sail. We loved it. We heard about CRSA from Ken, and we joined in the late 70's and have been members ever since.

**Do you own a boat? What type of sailing do you enjoy?** We actually have two boats. One a 22 ft. Venture cruiser we bought in 1981 and still both love and use a lot especially for overnights at Cave Run. And a 14 ft. Capri that we bought in 2011 from another CRSA member that we use for racing, sailing on other lakes and just plain goofing around. If it involves sailing, we enjoy it.

**What do you enjoy most about CRSA** Everything. We love the races, the socials, friends we have made because of CRSA and the off the lake cruises. Most of our dearest friends we met through CRSA. We have done things and been to places we would never have were it not for our love of sailing and our participation in CRSA. Start with America's Cup races New Zealand and in Spain for example. Charlotte and I agree our lives have been MUCH MUCH richer because of joining and participating in CRSA.

## Cave Run Sailing Association Summer Cruise: June 2012

We're organizing a summer cruise, open to any CRSA member who is fun-loving, easy to get along with, has a strong sense of humor and adventure, and doesn't mind cleaning out the bilge when needed! Our plan is still developing, but we're looking at something north of here, with ample winds and good shore life. Participants are welcome to either trailer their own boat or charter one. If interested, please contact Valerie and Ben Askren, [askrens@gmail.com](mailto:askrens@gmail.com), or 268-4146. This is a family-friendly cruise!

Our short list includes:



Apostle Islands  
Lake Superior,  
northern Wisconsin



Grand Traverse Bay  
Lake Michigan  
(10-hour drive)



Lake Erie Islands  
Kelley's Island, Put-  
in-Bay etc (5.5-  
hour drive)



Thousand Islands  
border of NY and Ontario  
and St. Lawrence River  
(13-hour drive)



## CAVE RUN SAILING SCHOOL – KEELBOAT COURSES

David Davison, Instructor

CRSA's Cave Run Sailing School is an affiliate of the American Sailing Association and offers a sequence of keelboat courses. These start with the basics of learning to sailing continuing to advanced coastal cruising. The courses are taught by volunteer CRSA member who are ASA certified. Successful completion of a course earns ASA certification for that level of proficiency which are recognized by chartering companies in the US and Caribbean. Courses are available to CRSA members. Our courses include:

### ASA101 Basic Keelboat Sailing

**Prerequisites:** None

**Description:** Demonstrated ability to skipper a sloop-rigged keelboat of approximately 20 to 27 feet in length by day in light to moderate winds and sea conditions. Knowledge of basic sailing terminology, parts and functions, helm commands, basic sail trim, points of sail, buoyage, seamanship and safety including basic navigation rules to avoid collisions and hazards. Auxiliary power operation is not required.

### ASA103 Basic Coastal Cruising

**Prerequisites:** Basic Keelboat Sailing (ASA101) certification

**Description:** Demonstrated ability to skipper a sloop-rigged auxiliary powered (outboard or inboard engine) keelboat of approximately 25 to 35 feet length by day in moderate winds and sea conditions. Knowledge of cruising sailboat terminology, basic boat systems, auxiliary engine operation, docking procedures, intermediate sail trim, navigation rules, basic coastal navigation, anchoring, weather forecast interpretation, safety and seamanship.

### ASA104 Bareboat Chartering (Intermediate Coastal Cruising)

**Prerequisites:** Basic Keelboat Sailing (ASA101) and Basic Coastal Cruising (ASA103) certifications.

**Description:** Demonstrated ability to skipper a sloop-rigged, auxiliary powered (inboard diesel engine) keelboat of approximately 30 to 50 feet in length during an extended cruise in coastal waters in moderate to heavy winds and sea conditions. Knowledge of provisioning, galley operations, boat systems, inboard engine operation, maintenance procedures, advanced sail trim, coastal navigation including basic chart plotting and GPS operation, mooring with multiple anchors, weather interpretation, and dinghy/tender operation.

### ASA105 Coastal Navigation

**Prerequisites:** None

**Description:** Able to demonstrate the navigational theory required to safely navigate a sailing vessel in coastal or inland waters. There is no Sailing Skills part to this Standard and practical application of this sailing knowledge is found in the Advanced Coastal Cruising Standard.

Sailing classes typically involve classroom instruction in the Lexington area and on the water instruction at Cave Run (ASA-101 only) or Kentucky Lake. ASA-104 is usually done in conjunction with a cruise and ASA-105 is classroom only. Read more about the [ASA Standards](http://www.asa.com/asa_standards_summary.html) and certifications at [http://www.asa.com/asa\\_standards\\_summary.html](http://www.asa.com/asa_standards_summary.html). Please contact us at [saileduc@caverunsailing.org](mailto:saileduc@caverunsailing.org). This e-mail address is being protected from spambots. You need JavaScript enabled to view it. Watch our home page for upcoming information on course schedules.

## Coastal Navigation - ASA 105

CRSA conducted Coastal Navigation, ASA 105, class in March 2012.  
Helping with instruction were Jim Bugay, Jim Dinger,  
Cliff Hynniman, and Jeff Lagrew.



(l-r) Gerard Howell, Jim Dinger, Steve Morris, Tamas Gal, and Jim Bugay.

## Racing Rules Basics - Part 2

By Chris Bollinger

There is a whole book that covers all the rules, and I think that puts a lot of people off. To be honest, most of those rules are for people organizing races, not the actual racer. I encourage you to look at the rule book some, it's great reading when you have insomnia. The link is below.

There are three basic rules that everyone should know. Ninety percent of the situations encountered in racing can be resolved by these three rules. The rest of the book constitutes a bunch of exceptions, most of which are rare. At the very end of this article, I'll take about the one common exception, rounding a mark.

**Rule 10:** When boats are on opposite tacks, a port tack boat shall keep clear of a starboard tack boat.

This rule ends up governing the plurality (or maybe majority) of situations on a race course. Port tack means the wind is coming across the port or left side of your boat and that your boom (and sails) are on the right or starboard side of the boat. What keep clear means is that the other guy shouldn't have to do anything to avoid a collision. So, if you try to cut across in front of a starboard tack boat, and he/she has to deviate from course to avoid a collision, you have fouled.

**Rule 11:** When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat. This rule governs the second most number of situations on a race course. First note, this only applies when two boats are on the same tack. If they are on opposite tack, rule 10 applies. The windward boat is the boat that the wind passes over first. Basically, if a boat is behind your sail, you need to watch out for it because you are the windward boat. Overlapped means just what you think it means: some part of both hulls are beside each other. Where this really often applies is going downwind, like on a run. Then a leeward boat may want to sail higher and push a windward boat up. This actually has important tactical impli-

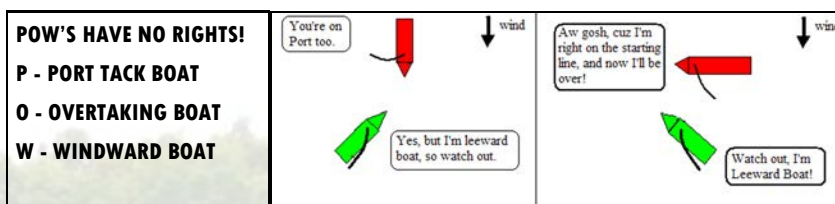
cations to make sure you keep clear air. Two examples of this are in Figure 1. Again, the red boat (to windward) must keep clear of the green boat, to leeward.

**Rule 12:** When two boats are on the same tack, and not overlapped, a boat clear astern shall keep clear of a boat clear ahead. Note, just like rule 11, this is only for boats on the same tack. Here, clear astern means that the boat is completely behind, no overlap, with the leading boat. So this is like a case where you are catching up to a slower boat, and will pass them. You can't run into them, and they can change course, and you have to avoid them. This often applies going downwind too. Two examples of this are in Figure 2. Again, the red boat (coming from behind) must keep clear of the green boat. The red boat can change course.

These rules can be remembered if you remember that POW's have no rights. P stands for Port (rule 10), O stands for Overtaking (rule 12), and W stands for Windward (rule 11). Boats in these situations (on Port, Overtaking or to Windward) shall keep clear.

The remaining rules clarify special situations. Frankly a lot of them are common sense. For example, rule 14 says that even if you have the right of way, you should try to avoid running into someone else. Rules 15 and 16 talk about what you can do when you have the right of way, and basically they say, you can't be unreasonable, you've got give the other guy a fighting chance to keep clear.

The exception to these rules that causes racers headaches is when rounding a mark. To be honest, I think very few people really understand that rule, and as evidence I offer that it seems to be a regular



topic in racing magazine columns and books. I think it is because this rule is the most complicated, longest, and, I think, poorly written, rule in the book, rule 18. Rule 18 has five sub-sections, and rule 18.2 has five sub-sub sections. It's enough to give even a lawyer a little bit of a headache (but possibly not a politician). The upshot of the rule is this: if two boats are approaching a mark, and are overlapped when they are three boat lengths from the mark, the outside boat has to let the inside boat round the mark. Now before you experienced racers start picking up the phone and calling me, I want to acknowledge that's something of an oversimplification.

Rule 18 is a rule that you really have to set up specific situations to understand. I'm not going to go through a bunch of them, but Figure 3 gives the most common one. Two boats, both on port tack, are approaching the leeward mark. The outside boat is leeward then, and the inside boat is windward. Rule 18 means that the outside boat can't use rule 11 to prevent the inside boat from rounding the mark.

Don't get overwhelmed trying to figure out the rules. Many of us have been sailing with them for years and still have to figure them out from time to time (just hang around a social after a race, and half the discussion is "what rule applies when..."). You really learn them by doing, not by some herculean study session over the winter. If you ever have questions, ask me, or any of the experienced racers. We are always happy to share what we know.

Here are some helpful sites: Racing Rules of Sailing: <http://www.sailing.org/tools/documents/RRS2009-2012-5950.pdf> Some Introduction: [http://www.sailingcourse.com/racing\\_rules.htm](http://www.sailingcourse.com/racing_rules.htm)

## CRSA MEMBERSHIP UPDATE

By Sally Shafer

As of April 5, 2012 we have 74 member households (165 individuals, counting kids) on the roster. This is pretty good for this time of year, but still well below our annual norm of 100+ families and 300+ individuals.

**Regular members - if you have not renewed already, please do so ASAP to continue enjoying the many benefits of CRSA!**

The newsletters are full of reasons you don't want to miss this year with CRSA. If you can't find your form just request one from:

[membership@caverunsailing.org](mailto:membership@caverunsailing.org) or download it from the web site. If you need help, just send us a check or pay on-line and we'll help you complete the form!

New members can join any time.

Email us with a request for more information about us and we'll invite you to some of our events, giving you a chance to decide if you will enjoy our group.

*For those of you who have paid their dues - THANK YOU!*

All paid members should have received an e-mail message with instructions for accessing the members-only section of the web site. If not, e-mail membership and remind me that you need it. After you log in you can set up your own user name and password.

Eight of our 2012 memberships to date are new families!! And judging by the option "race free in your first

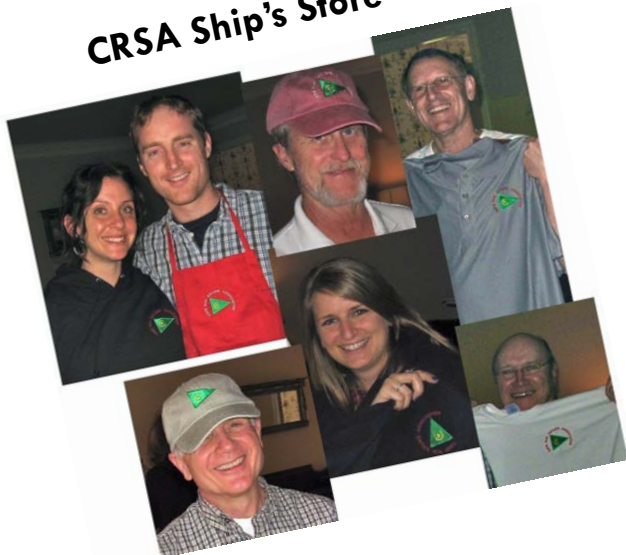
year" that many new members have chosen, it looks like they will be giving our old-timers some good competition around the buoys.

If you are a cruiser, or not have not yet tried it and want to know what it's all about - look at the great cruises we offer this year. Members only are invited! CRSA cruises are always fun, and create lifelong memories.

CRSA binders and membership cards will be sent out in May, as soon as the membership chair can get them designed, ordered and filled. In the meantime, see the directory posted in the members' section of the web site.

*Sally.*

### CRSA Ship's Store



#### Cave Run LOGO items look great on everyone!

A few years ago Coral Reef Sailing Apparel (also called CRSA; it can be confusing) became our on-line vendor for Cave Run logo apparel and other items. Stocked largely by this on-line source, we revived the CRSA SHIP'S STORE at the spring social, and sold more than 50% of our limited initial CRSA logo sample stock. That day we sold Cave Run aprons (\$23, red or navy, adjustable so they look good on petite galley slaves as well as Al Lawton), long sleeve white T-shirts (\$23), caps (\$25), and polo shirts (\$40 range). We also stock fleece blankets (\$27, red and navy), canvas tote bags (\$39), hooded sweatshirts (\$43) and more.

You can buy through us (with a limited selection of items, size,

and color, and pick it up in person) or buy directly from Coral Reef (at their prices plus shipping). Their web link is on our Cave Run homepage (click on "CRSA apparel") or type in [http://www.coralreefsailing.net/cave\\_run\\_sailing\\_association1](http://www.coralreefsailing.net/cave_run_sailing_association1). Our club gets a small rebate on each item you purchase. This link will take you directly to a Cave Run list of custom items. But you are not confined to this list; you can order just about anything that you find on any of the Coral Reef pages (under any of the many yacht clubs shown) with our logo applied to it instead of theirs. Any questions about on-line ordering, give the folks at Coral Reef a call 888.224.0641. They are helpful and agreeable. Note that all purchases are final because of the customized logo they apply.

We'll continue to have our SHIP'S STORE set up at larger CRSA events. Take a look at our stock to get an idea of quality and sizing and then order from the vendor if you want more choices, or buy from us and walk away with it. Coral Reef is offering a 10% discount on orders (above \$50) placed by 4-27-12. Use the code: CRSA10

We also sell burgees (\$25, pennants for your boat, or office, or den... which are not available through Coral Reef. They are stitched not printed; excellent quality. Buy one, it will make your boat seem to sail faster. Contact Sally Shafer for additional information.

#### It's Time to Show Your Club Pride!

[www.coralreefsailing.net](http://www.coralreefsailing.net) Click on ship stores!

Take 10% off orders of \$50 or more!  
Code: CRSA10

A PORTION OF ALL SALES GO BACK TO THE CLUB!

Promotion ends 4-28-12





## CRSA MEMBERS SPEND A WINTER VISITING A CENTRAL FLORIDA SAILING CLUB

By Bill Lubawy

This winter my wife Charlotte and I had the good fortune of renting a house in Florida on Lake Eustis between Gainesville and Orlando. It was a totally accidental find, through a friend of a friend, that turned out to be incredibly inexpensive and only a 15 minute drive from the Lake Eustis Sailing Club (LESC). This is a description of what we found and some of the differences between LESC and CRSA.

**Membership:** LESC and CRSA are about the same size at full membership, 135 families each. From what we could tell the demographics of the members seem to be the same, some nexters, some millennials, some baby boomers, some mid-life crisisers and some retirees (probably the largest group). There were single members male and female, and couples with and without children. We drove down with our newly acquired Capri 14.2, took a



one-time 3-month trial membership (bypassing the initiation fee) and rented a mast up parking spot for the three months. Like CRSA, the sailors at LESC were an extremely friendly lot. We

were strangers yet people came up, introduced themselves, talked, occasionally offered drinks, and compared sailing stories. We volunteered to help with races or regattas.

**Facilities:** Lake Eustis is a somewhat circular inland lake roughly 5-6 miles in diameter and averaging between 10-12 feet deep. The shore-line is mostly single family houses with docks. On one side is a very large public launch ramp with an enormous parking lot, and on the other side is the sailing club, some marina's and the Eustis City pier which has no commercial activity and is quite charming. The water has a greenish/brownish tinge that characterizes inland Florida lakes, unlike the colorless water most of the time at Cave Run. There did not appear to be any quiet coves or inlets, mostly just big open space.

Over 50 years ago the LESC purchased quite a bit of land on the lake, what appears to be about 3 times the size of the park-



ing lot at the Twin Knobs boat ramp on Cave Run. Fifteen years ago several members loaned the club about \$100,000 which they used to build a nice clubhouse with rest-

rooms, showers, a podium area, storage and a catering kitchen. In front of the clubhouse is an outdoor picnic area. Behind is a tree covered camping area suitable for pretty large campers, storage for club Lasers (about 7-8) and Optis (about 15), and a beach launch area. On the side is mast up parking for over 115 boats and another beach launch area, two paved launch ramps and a launching "T" shaped dock that goes be-

the ramps right to the shore. All in all it was quite a luxurious club and club-house facility.

**Financing:** As near as I could determine from some club information the operating budget for the LESC is about \$85,000/year. One of the members



told me they make a lot of money hosting regattas. Membership is \$150/year with a \$300 initiation fee, and the rental for our boat parking space was \$14 a month (there were only about 5-10 open parking spots so parking seems to be a good source of revenue). The initial loan to construct the clubhouse was paid off several years ago. Maintenance on the clubhouse, pier, launch ramps, grounds and a part-time "facilities manager" were obvious expenses CRSA does not have.

Because of the Florida sun almost every boat had a full hull and deck cover on all the time - except when sailing. We were cautioned to use "tie down anchors" that anchored the boat to the ground in case really bad storms came in. About half the boats used them. We were in and out before hurricane season so it was never an issue.

**Activities:** LESC is a club dedicated to dinghy racing. They have about 80 race days a year including club racing Saturdays and Sundays every other week from September through May, and hosting 5-6 big regattas.

The regatta hosting MC Scows is preceded by a two day "Zenda University" racing clinic run by factory representatives from Melges Marine in Zenda, WI and paid for through fees from the participants. This winter about 20-30 boats were in the clinic which is all on the water. I asked one of the racers how he liked the clinic and he said it was fabulous. They had 10-15 starts each day and were on all points of sail. An instructor would come up behind in a small motorboat and shout out instructions with a bull horn. The fellow said it was kind of like taking tennis or golf lessons i.e. you get to doing the same things all the time as you race - some of them wrong - and the instructor identifies them and tells you how to correct them for strategy and speed. Sounded pretty good to me.

LESC did not appear to do much pleasure sailing other than racing i.e. no raft-ups, cruises, overnights, full moon sails etc. They do have a "Summer Solstice" day of sailing activities, a pretty big youth sailing program and an annual banquet. I found a morning drop in round robin tennis group in nearby Mt. Dora and one day I got to talking sailing with one of the players who lives in Pennsylvania 6 months of the year. She told me her husband did not join the LESC because they both liked pleasure sailing and cruises while the club did mostly racing. That validated my impression.

**Regattas:** The regattas were big. We helped with race committee for two of them, one with 65 boats and another with 85, both involving several classes. Many boats were launched from



the two beach areas freeing up the ramps for larger boats. Most of the boats were single occupancy - Optis for kids, Lasers, MC Scows, Wayfarers, and some cats. The largest boats were Flying Scots and sailed by two people. We speculated most of the boats were one-sailor boats because it is more difficult to get a couple or a crew member on a regular basis than racing alone. Most of the sailing instruction and youth sailing appeared to be on Optis or Lasers.



Regattas included children racing in Optis from LESC and from other sailing clubs. They mostly were well schooled and could right a boat and dance around a heeling boat fearlessly. We were envious. Before one of the races there was a parents' meeting and the topic of on the water coaching came up.



The final position was that if the child was a first year sailor the parents could follow around in a small motorboat shouting instructions. This looked exactly like soccer in central Kentucky with parents shouting instructions to children as they rambled around. Some parents did not pay attention to where they were on the course and were scraped or banged by racers. I would have thought that would involve a penalty but we did not see any motorboating, advice shouting parents do 360s or 720s.

Racing began at 10:00 in the morning, with a break from about 12-2 for lunch at the clubhouse, and then sailing again



from 2:30-4:30. All the boats return to shore for lunch, tie up at the large dock or to small mooring balls on both sides of the dock to be brought ashore by courtesy boats, and then head out again after lunch. Boats are "put away" after racing, and a social or barbecue ensues, at least after the Saturday racing.



For the big regattas CRSA (Coral Reef Sailing Apparel) brings up a big trailer with sailing gear, embroidered clothing, gloves and regatta shirts for sale. Their business was pretty brisk and their goods included shirts unsold from other regattas all around the country - mostly in high tech fabrics with UV block and stylish designs - and at prices about a half to a third of regular if you purchased more than one. Courses for Regatta's and for club racing are only windward-leeward and usually on two courses with two different fleets on each course. One of the courses includes left-over handicapped classes of which there are not many.

**Winds:** Almost every day the wind came up around 9:00 and by 10:00 it was blowing 10-20 knots. I found this amazing for an inland lake - of course it was winter. In races 3-4 boats would capsize and the water in January and February was cool to me. On occasion races were postponed because of lack of wind - sound familiar? Many days we found the wind to be right around 10 almost all day and the sailing was just great. We stayed off the water in higher winds.

**Official Liquor:** The LESC clubhouse is on the side of the lake that allows watching the sun go down across the lake. This was incredibly nice for after race socializing. We found one thing interesting. We know one of the favorite things of many CRSA sailors are chocolate chip cookies dipped in rum. Well LESC sailors, while watching the sunset, have spiced rum in Dr. Pepper. I know that sounds weird, but I found it fabulous. It is almost on a par with drinking bourbon.

**Launching:** Launching and re-trailering with a long dock between ramps was really nice, and relatively simple - once you got the hang of bow and stern lines, and a boat hook. We did get some helpful hints, the best of which was to open the back of our SUV so we could see the trailer better as we backed up.





It made all the difference in the world with our Capri 14.2. Then LESC painted a straight stripe down the middle of the open pavement leading to each ramp. If you kept the center of your trailer on the strip as you backed up you were on course for the center of the ramp. Locals would tie their tiller to keep the rudder straight, back down the windward ramp and let the boat go with no attached lines or passengers. The inertia would float the boat out, the wind would keep it against the dock and after parking they would just walk out and jump in. I was mesmerized by all of this.

**Lions and Tigers and Bears?** We did not see any of those, but were concerned about GATORS. Every lake in Florida has gators and Eustis was no exception. We saw children playing in the water near the dock, with parents close by, and in March tubing around the lake. We asked about this as soon as we arrived and everyone said the gators stay mostly in the marshy areas near the shore and do not bother you if you stay away from them, and you are not a bird or a small dog or cat. We did see some gators the marshes near the Eustis city dock but they appeared to be no longer than 8 feet. Gulp. They did not move. During our last week we had a pleasure sail in about a 5 mph wind and thought we saw a knurled log floating about 20 yards ahead of us, then it disappeared. Against my better judgment I followed Charlotte's wishes and kept on the same course. As I thought about it I realized it was not a log, but the snout and eyes of a gator with a 3-foot head - meaning the body was certainly about 80 feet long. Apparently it just swam away - Thank Goodness. I didn't listen to Charlotte much after that.

There were a few snakes in the water. Every now and then when it was cool we would see one that made its way onto the horizontal boards on the side of the dock for sunning. They were 2-3 inches in diameter, we stayed away and were told they too did not bother people if you left them alone, and they were not poisonous. I needed more proof of that later statement and we stayed on the lookout.

**Why go inland when there are beaches on the coasts?** I wondered that myself. But the house we rented was incredibly inexpensive and effortless to rent. We were on a lake with a sailing club and 17 miles from friends in the Villages. Our boat trailer is not galvanized so freshwater was nice. And we made three, several day trips to visit friends on the coasts and use those beaches. Beaches are great, but there is only so much time I can take salt and sand in my shorts, and three months is too long.

**Conclusion:** We had a great time. There were lots of similarities and lots of differences between CRSA and LESC. With LESC I loved the idea of driving 15 minutes to sail, watching sunsets, launching along side a dock, having mostly manageable wind, being able to sail much of the year out of a nice facility and having lots of racing opportunities. With CRSA I love the socials, raft-ups, off lake cruises, overnights, full moon sailing, and fun racing. Frankly the sunsets are not bad either. The coves, clear colorless water for swimming, treed shoreline and incredibly picturesque gentle hills of Cave Run are really unique pluses we often take for granted. It is nice to experience other places. It is really nice to be back at our home port.

## 2012 CRSA CALENDAR

Date(s)	Activity
April 14 (Sat)	Practice Race
April - TBD	ATrip Tales - 6 PM - TBA
April 21 (Sat)	1st Race
April 21 (Sat)	Post Race Social/Raft Up
April 24 & 26 (Tues - Thurs)	Beginning Sailing School (Classroom)
April 28 (Sat)	Beginning Sailing Water Lab
May 12 (Sat)	2nd Race
May 19 (Sat)	Club Racing Clinic
TBD	ASA 101 Classroom Session
TBD	ASA 101 On Water
5-May	Girl Scouts - Basic Sailing Instruction
May 25-27 (Fri - Sun)	Pot Luck Regatta (Highlander One Design Class)
May 25-29 (Fri - Tues)	Commodore's Chesapeake Bay Cruise
June 2 (Sat)	3rd Race
June-October	Youth Sailing Classes Lexington Youth Sailing Classes Cave Run Lake
June 16 (Sat)	4th Race
June 23/24	Summer Sailstice Raft-up
June 30 (Sat)	5th Race
July TBD	ASA 103 Classroom Session
July TBD	ASA 103 On Water KY Lake
July/Aug - TBD	Great Lakes Summer Cruise - Trailerable Location, Family Friendly
July 23-24 (Sat)	Bluegrass State Games Sailing - Louisville
July 21-22 (Sat-Sun)	Around-the-Lake Rally & Raft-up Social
July-Aug TBD	Commodore's Summer Social
Aug TBD	ASA 103 Classroom Session
Aug TBD	ASA 103 On Water KY Lake
Aug 18 (Sat)	6th Race
Aug 25 (Sat)	Bluegrass State Game Sailing - Yachts
Sep 7-9 (Fri - Sun)	WV Mountain Mama Charity Regatta Counts as CRSA Race 7
Sep 16 (Sun)	Charity Regatta
Sep 22 (Sat)	8th Race
Sep TBD	"Fly-Away" Cruise - US West Coast or Europe
Oct 6-7 (Sat-Sun)	Grand Annual Regatta
	Dinner Saturday Evening
Nov 10 (Sat)	Annual Banquet 6-10PM

## 2012 BLUEGRASS STATE GAMES

The Bluegrass State Games was created in 1985 by Governor Martha Layne Collins and is a non-profit program sponsored privately to promote amateur athletics across the Commonwealth. It is the signature event of the Bluegrass Sports Commission, designed to provide Kentuckians of all ages and skill levels a wholesome avenue for positive development through sports and physical activity, to promote and develop amateur athletics and to provide the amateur athlete an opportunity to showcase their talent and receive statewide recognition.

The games have two events of interest to sailors this year. A sailing event at the Louisville Sailing Club on Saturday, July 21, 2012 and a yachting event at the Kentucky Lake Sailing Club at Lighthouse Landing Marina - Kentucky Lake on Saturday, August 25, 2012. The Louisville event is for day sailors and racing dinghies basically trailerable boats. It is a good opportunity to compete in a regional regatta for trailer sailors. The Yachting event is designed for larger cruisers. For more information and registration go to <http://bgsg.org>

## THE CARRIBEAN 1500 RACE:

### A LOG FOLLOWING CRSA MEMBERS ON THE SAILING VESSEL LEXINGTON

Prince Dinger, wife of crewmember Jim Dinger, put together this information and log of communications from the crew as they raced. You can see more details about the race in SAIL magazine, including comments about and pictures of the Lexington crew.

#### Race Information (from the organizers):

Join us, and you'll discover the adventure, camaraderie, fun competition and lifelong friendships that bring crews back year after year. Ralliers will depart together from Hampton, VA and sail either 1500 miles to the British Virgin Islands or 975 miles to the Bahamas. The Caribbean 1500 is timed to begin soon after November 1 when most insurance companies set the end of the hurricane season.

The main fleet will finish in Nanny Cay, Tortola BVI, and the Bahamas Class will finish in Bluff House Marina, Green Turtle Cay, Abaco.

Over 1200 boats with 5000 ralliers aboard have met the challenge of the Caribbean 1500 since it started in 1990. That's more than one and a half million rally miles! Tens of thousands of arm-chair sailors from over 50 countries come to the web site each year to watch the satellite-tracked event in progress.

The diverse fleet will include ralliers from the United States, Canada and further afield. From double-handing couples to families with children to serious and not-so-serious racing crews. New boats, old boats, racing sleds, full-keeled cruisers and catamarans will join the fleet. Dogs and cats are welcome too - our Salty Dogs aren't just the veteran sailors, but the cruising mascots.

**Key Details:** The 2012 Caribbean 1500 will depart from Hampton VA on Sunday November 4 (weather permitting)

Rally activities will start in Hampton on Sunday October 28.

The awards ceremony will be held on November 14 in Nanny Cay. There will be an alternative Bahamas Class from Hampton VA to Green Turtle Cay, Bahamas. The rally is open to any pleasure boat 35- 60 ft long. Smaller and larger boats will be considered. Minimum crew is 2 people on each boat. Boats are expected to carry a range of safety equipment including life raft, EPIRB and inflatable PFDs, and to be able to receive email at sea (via SSB or sat phone).

#### Post - November 9, 2011

Dear friends and family,  
As many of you know the rally was delayed for a few days. The tropical storm Sean is moving North East away from our way. Our crew decided to start our trip today at 2:30 PM. We spoke to the rally organizers and they gave us thumbs up to our idea. We are hoping to be there next Friday. Keep us in your prayers. Bob, Sam, Karen, Jim, Jerry and Nadxi

#### Post - November 11, 2011

On Veterans Day in Hampton, the yachts in the 22nd Caribbean 1500 are finally at sea. Five days of delays thanks to Tropical Storm Sean have allowed the boats plenty of time to think about - and prepare for - the 1300+ mile ocean passage that now lies ahead.

#### Post - November 12, 2011

slow going today  
we are in the middle on a high off the coast and motoring along wishing for wind.  
beautiful day, sunny, 75-80 my guess  
we have fixed a few things today in the calmer waters.  
tried the asymmetrical spinnaker, not much wind and in the wrong direction. Rdw



Bob Woods and the crew of the Lexington prior to departure.

#### Post - November 13, 2011

It is 1:00 and we are sailing along close hauled in 8-10 knts of wind, using our wind vane instead of the autopilot. Sam hooked a nice sword fish but we lost him. We did not play him enough but we are out to get another before dinner time. We are at 31 35.181N 71 48.703 east southeast winds at 8-10. I used the ssb to listen to all the boats report their positions. When I do email it looks like it goes to Bakersville, California and the to Perth. Go figure. The weather predictions are for good wind and weather for the next several days. My homemade cockpit enclosure has worked well but now probably too warm to use except at night. Fair Winds to all. rdw and crew.

It is 7:19 on 11/13.

We are at 32 08.185N 72 01.521W

Motorsailed thru a beautiful night, in light winds, beginning to freshen. Winds likely to be better today from the ene 10-20, we are below a large high and behind a cold front. Everyone is doing better with better sea legs and calmer seas. rdw

#### Post - November 14, 2011

Today is 11/14 at 11:40 position 29 49.60 N 70 38.161. Last night we had fresh mahimahi caught yesterday after noon and landed and fileted on the back of the boat. Jerry cooked it on the grill. We also had baked potatoes and salad. We are pushing along, motor sailing in good winds to try to get everyone on their flights. We are heading toward better winds. All else is well I did some sun sights this morning that sam checked with his I pad and they were within 5 miles. RDW and crew

11/14 at 2:44 All is well. We are pushing hard to make it to Tortola for flights. I cooked a nice one dish meal on the grill tonight of potatoes, onions, mahi mahi with orange slices and cajun spices. Turned out fairly well. We all saw the green flash as we past far to the east of the Keys. We have a bunch of dolphins running our bow tonight which was interesting. We say one other boat today. They were part of the Carib 1500 and radioed us. I did some sun shots today that turned out accurate. rdw

--- 11/14/2011 Update finally on Lexington's Progress  
Hi All, I've been tardy with updates on our progress. We are making some. Right now I'm setting behind the wheel, there



is a nice easterly breeze blowing. Its' sunny and we are making about 8 kts. All is well.

Day 1 - Progress was good. Most of the crew was sick because of the choppy seas and crossing the gulf stream with opposing wind and current. It's a great diet program. We really didn't eat and had to force ourselves to drink enough fluids. We broke the traveller and ripped the jib.

Day 2 - Conditions improved as we crossed the stream and got in to settled sea state. We forced ourselves to eat some soup and fruit. We were working our shifts and all were getting "some" sleep. We limped along with seas still running at 10-12 feet.

Day 3 - Light winds in the morning gave us an opportunity to sew the rip in the jib and fashion a makeshift traveller with some spectra cord. In the early afternoon winds picked up. I had some time to fish for the first time. I put out a "tuna treet" and within about 30 minutes had a 15 pound sword fish hooked. I got it to the boat. When we tried to gaff it, the fish got tangled in the wind vane. It cut the line and took off. Could be a fish tale, but we have the video to prove it. We sailed on and late in the afternoon returned to trolling. This time I used a 5" weighted squid lure. In about an hr I had something on the hook. After about a 20-30 minute workout we landed a 30 lb mahi mahi. Much of this shared success is due to the careful gaffing of Bob and the navigation of Jim as we landed the fish. Bob filleted the fish and we had yummy fresh fish dinner made on the grill last night.

Day 4 - Sailed overnight in beautiful conditions last night. Rolling 3 foot seas, full moon some lacy clouds. Stars were coming in and out with the moon and clouds. It was a great night of sailing. Currently we are weighing all options and course strategies to make it to the finish line as soon as possible. It seems that we are all falling into a routine, the weather is continuing to warm..... Shorts and long sleeve is the wear. It's very sunny. Our appetites are returning. All is well on Lexington.

Fair Winds - Lexington, Sam

- - - Dear Friends and Family,

Today is Monday 14th, we are now into our fourth/fifth day of our travels. The Lexington has kept us at a speed of 5.9 knots. We are now at 29.49 latitude and 70.37 longitud.

The first three nights we had winds of 20 knots which made it perfect for our Gulf Stream passage. We left Thursday by 2:00 PM and by Friday morning we were entering the Gulf Stream. We were greeted by a pod of dolphins swimming in and out of the water. The waves were perhaps 20 feet high for about 11 hours, fun! The mainsail and jib were adjusted constantly to make sure we utilize our wind to the maximum capacity. The weaves and the current indicated us that we had finished crossing the Gulf Stream by 6PM.

Saturday was a day to repair and replace a few things damage during the GS crossing. Bob and Sam mostly did the repairs while the rest kept the boat sailing and or making sure Bob and Sam had all tools necessary. The crew also made attempts to put something in their bellies. We have lived eating Peanut butter-banana sandwiches, crackers, apples, and small snacks.

Great news on Sunday. Sam set his fishing line into the ocean and in less than a few hours a beautiful 15 pound swordfish had fallen for the bate. Rapidly the entire crew was making some sort of arrangement to bring it in except that this fish out smarted us and escaped. However, Sam and Bob threw their lines back in and in a few hours a gorgeous Mahi-mahi was being filleted and grilled.

Today, the crew has analyzed charts on location and checked speed. Our concern is to be in Tortola by Friday or Saturday morning in order for the Moore's to catch their flight back to Lexington.

I apologize for not writing earlier but just keeping my self from getting sea sick and typing is an entire challenge.

We love you guys and I will write again soon.

Nadxi Hey

#### **Post - November 16, 2011**

today is 11/16 and we are at 24 59N and 67 40 W sailing with a reefed main and full genoa running 7-8 knots on a beam reach 10 -12 knots of wind. We broke a piece on the main furling mandrel but were able to jerry rig a fix. All else is well. everyone is smelling the barn and wants a nice shower. It is about 80 air temp and 80 something water

temp. Best to all, RDW and crew



**Captain Bob Woods taking a sighting.**

#### **Post - November 17 2011**

We are still progressing. Sailing to the wind so it is a more bumpy ride. Still hoping to make it to Tortolla on 11/19 It would be interesting to see how a real router would have sailed to the BVI. I will have to study some more on that. I talked to the fella that runs the station that I am using to receive and send most of my ssb communications. He was trying to help me because he could see that my radio was not working perfectly. WE do not get much done except sail and sleep. Sea sickness is a moderate problem but mostly we have gotten some sea legs. If I did not have pretty good sea legs, I would not be typing messages to everyone. Hope you do not find this boring.

5:26 PM WE have had a nice day of sailing. We just recognized our first squall that did not look very impressive in the distance. We picked it up on radar and then I think I could feel a little coolness to the wind. We went ahead and furled the genoa as a precaution when the winds picked up and then the rain started. A couple of minutes later it was all over and the rainbows were out. > WE are due to pull into Nanny Cay early on the 19th if all goes well. We will have a day or more to clean up the boat and then fly home. I am looking forward to a nice shower. We are getting good weather reports and grib files. Winds look good all the way into the marina. Karen and I just put in a lasagana for dinner. Cooking is a little hard in the lumpy seas. It is about 5 pm and the prettiest time of the day. Nadxi brings out some music. One night we saw a green flash and had not even been drinking. > That is about all there is for now. I am going to walk the deck to check things before night. > RDW

- - - 11/17/2011 10:31 AM Hi Friends and Family,

All are well on SV Lexington. We are cruising along at a brisk 7 kts trying to make up some time in the lighter air around 30 degrees latitude. Although we have had some equipment failures, we seem to "adapt and overcome". We have about

300 miles to our destination. We're comfortable on the boat. As comfortable as you can get doing everything with your right leg 6 inches shorter, all the time. We hope to arrive at the finish line some time Saturday morning. I had anticipated that the night would be long and lonely. I think I was mistaken here. We have enjoyed sailing much as the night sky is overwhelming. It's getting pretty hot during the day. Bob's HAM/SSB radio has proved to very valuable on the trip. He is able to regularly send and receive email and weather images which is very helpful.

Day 5 - We finished the Mahi Mahi last night. A pair of dolphins entertained us as the slid along in the water beside us for some-time checking us out.

Day 6 - Winds have picked up to about 15 knots on our beam from the East. We are averaging about 7.5 kts.

We are sailing on reefed sails (reduced area) to prevent excessive heel. In summary, we are sailing towards our destination, a good shower and a chocolate milk shake. This is quite a "bucket list" experience..... Although I don't have a bucket list. SAM

---Dear friends and family,

just a quick note to let you know that Bob, Sam, Karen, Jim, Jerry and Nadxi are doing well. We are only 400 miles from the BVI and at a 24 latitude and 48 L. The crew is constantly doing all adjustments to keep Lexington traveling at a maximum speed. For the past two days, have being traveling at an average of 7 miles and hour. Quite good and fast for our vessel. The Lexington has needed only a few cares such as, changing fuel and water tanks, and the repair broken parts. The crew is keeping safe by fixing daily small precooked meal, sleeping as much as possible at a 45 degree angle. It is almost as sleeping inside a dryer machine, one must hang on using all body parts, image that!, keep checking out the tracking device. We are ahead of most vessels, waves are 11-12 feet with 5 seconds apart.

Reporting from the deep blue Atlantic,  
Nadxi Hey

#### **Post - November 18, 2011**

Today is 11/18/2011 at 8:45. By my calculation today is the longest day of the year. You may think it is December 21st but I think it is going to be today because it is probably the last full day we will be at sea. We will dock the morning of 11/19. We had a pleasant night sail last night but it was much darker because of a heavy cloud cover. We were speeding along at 7+ knots thru pitch black trusting our instruments. We have been excellent on water conservation. We used the foot pumps often and washed dishes in salt water and then rinsed in fresh water. We also carried 71 liters of water in plastic saline bottles from surgery. We are a day out and still only on our second water tank with on full one left. Once I ran the deck wash hose into the shower for a salt water shower and then a fresh water rinse. It worked pretty well but most of the time we were healed too much for the pick up to get water for the deck wash. I never used the solar shower because the water was moderately warm any way. It will be interesting to see how everyone does when on land again. This morning we have light air and are only doing 5+ knots but we are enjoying the easy ride.

Hope all is well with everyone.

#### **Post November 19, 2011**

3:07:00 PM We are tied up at the dock in Nanny Cay. Jerry got sea sick on the land but has recovered after a rum punch. Everyone is in the showers and looking around. We finished in 8 days and 20 hours or so.

Everyone is of course is in great spirits. There is a party on the beach to night. We will clean up the boat and try to get on our flights tomorrow. RDW

--- Hi Friends and Family. This is the last group email for the trip. Lexington crossed the finish line at 12:36:10 on Saturday

November 19th.

Lexington is slipped safely in Nanny Cay. It was an epic journey for all aboard. We had a beach party and dinner last night to celebrate. We are cleaning the boat and packing in preparation to catch the ferry to St Thomas and on home this evening. I think this sums up the crews' sentiments to Lexington. To quote Paul's second letter to Timothy in the Bible "Bonum Certamen certavi, cursum consumavi, fidem servavi" (I have fought the good fight, I have finished the race, and I have kept my word)

Thanks to all who sent us emails and thought of us along our journey."Till the next adventure!

SAM



Crew of the Lexington crossing the finish line.



And they made it to Nanny Cay no worse for wear but with memories forever.

*Don't forget to renew your 2012*

*CRSA membership TODAY!*





### JANUARY 2012 TRIP TALES



### Trip Tales

Our winter trip tales series consisted of three adventures that took us to Italy, the Caribbean, and some wonderful lakes in the U.S. A special thank you goes out to all those that contributed to make each event successful. Each event consisted of a slide show and narrator to describe the trip. We appreciate the time and effort put forth by the following:

**January:** Italy, presented by Jane Howell

**February:** Race tales, presented by Dave Davison, Derek Eggers, and Chuck Emrich

**March:** Caribbean Adventure to Abacos, presented by Chuck Emrich, Derek Eggers, and Michael Rogers

A/V equipment provided by Ed Puterbaugh and Derek Eggers. Attendance averaged 25 each night for the three month series. Thanks to each person who contributed in any way each month and allowed CRSA members to sit back, relax and listen to the tall tales!

Trip tales will resume in late summer to early fall. Monitor the newsletter, email, or website for presentation times and location.



### FEBRUARY 2012 TRIP TALES



## Summer Sailstice Overnight Raft-Up June 23-24

Once again Beth Jett has graciously agreed to host the Summer Sailstice raft-up on her boat *Jett Sett* at Cave Run Lake. Please join us as we celebrate the longest day of 2012.

Plan on rafting up, spending the night on the water and joining us for breakfast the next morning. Club will provide Sleeping accommodations are available for those without a boat or a "sleep-able" boat.

If you are interested in the Summer Sailstice, please contact Misty Hagan at 606-329-8304 or email: [rmhagan@roadrunner.com](mailto:rmhagan@roadrunner.com) to coordinate food and sleeping arrangements. Hope to see you there! *Misty*

### *Summer Sailstice*

**Where:** "Jett Sett" docked at the Scott Creek Marina

**When:** June 23-24

**Bring:** Side dish to share the evening of 23<sup>rd</sup>

## Spring Social 2012

A big thank you goes out to Ruth and Al Lawton for another exceptional Spring Social this year! Our hosts opened their home to welcome approximately 60-70 CRSA members, new and old, and a few potential new members. Al also served as auctioneer as Brad Leslie auctioned off several items to raise money for youth sailing. Sally Shafer set up a ship's store and sold several items

of which the club receives 10%. A history lesson was also available to members of the thirty some years of Cave Run Sailing Association, including old newspaper articles and registrars. Derek Eggers produced a wonderful slide show of past events, cruises, races, etc. showcasing all CRSA has to offer. This slide show will hopefully be available on the website for all to view. Many of you may find yourselves in a few of the pictures!

Once again, CRSA would like to thank Al and Ruth Lawton for their hospitality and willingness to open their home for the club. A good time was had by all!



CAVE RUN SAILING ASSOCIATION  
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[WWW.CAVERUNSAILING.ORG](http://WWW.CAVERUNSAILING.ORG)