



CRSA CALENDAR OF EVENTS

CRSA Races begin with a Captain's meet ing at 11:00 AM in the parking lot at the Scott

Creek Boat Ramp Parking Lot . If you do not have a boat and want to crew, show up at 11:00 AM and you will be put on a boat . There are always captains looking for racing help and sailors willing to learn.

21-24 July	Girl Scout Sailing School
16-Aug	1 pm Summer Series Race 6
17-Aug	Summer Social at Bob Wood's Home
6-Sep	1 pm Summer Series Race 7
13-Sep	1 pm Summer Series Race 8
14-Sep	Charity Regatta
4-5 Oct	Grand Annual Regatta
5-19 Oct	Croatia Cruise
15-Nov	Annual Awards Banquet



Chris Bollinger

From the Vice Commodores Cabin

Greetings Fellow Sailors! I know it's seems like the summer is just getting going, but our two big fall regattas are right around the corner!

On September 14, in conjunction with Theta Nu Chapter of Psi Iota Xi, we will hold the Bluegrass Charity Regatta. The registration form is open already! You can register on line, or on the day of the race.

If you register ahead, it helps us plan. This event is no charge! And the Sisters of Theta Nu make great food! This is a low key event, and even if your very new to racing or sailing, we'll find a way for you to participate. If you don't want to sail, but you want to help out, we need some volunteers for a variety of positions. Give me an email at crboll@uky.edu.

The 35th (Take Two) Grand Annual Regatta will be held on October 4&5. This is our premier racing event and registration is open on line! We will be hosting the Catalina 22 Regional Championships, and we hope to have Flying Scot, Thistle, NOD and other one design fleets well represented! So be sure to register. The cost is not high: \$45 per boat. Even if you don't want to race, come on out Saturday Night (October 4th) for the Big Regatta Dinner (\$15 per person, kids \$10) and join us for some fun and frivolity. If you don't want to sail, get involved, we need lots of volunteers to make this work! Give me an email at crboll@uky.edu.

See you on the water!
Chris



Brad Leslie

Harbor Master's Report

I am happy to report that the MMII was finally pulled from the water this spring and given proper service that she has needed for a long time. Without a trailer we were not able to get the needed service performed. Early this spring I noticed that a new company had reopened the boatyard near the intersection at Farmers. It opened under the name of Marine Works by a real gentleman named Rick Bartley. I stopped and talked to him and he quickly agreed to help. Over the next few weeks Mr. Bartley located a trailer that would support our 10 ft. wide, 30 ft. long, 4,500 lb. pontoon boat, pulled her from the water and towed her to his shop. He performed the needed service to the engine and lower unit, fixed a fuel issue we discovered, and returned the boat to her mooring. He then billed us a ridiculously low amount of around \$350, about 1/3 of what I expected. Marine Works also made minor repairs to a Honda outboard for us at a very reasonable cost. I also know of club members who had outboards repaired there, and are happy. If you are thinking of having work performed there or are looking for an outboard, tell Rick that you are a Cave Run Sailing Association Member and thank him for his work on our committee boat. It will help when we ask him again for future service to our fleet.

We also purchased a 3.5 hp outboard for our chase/safety boat this spring. New foam padding was added to the gunnel of the v-bottom to protect the Opti sailing dingys when pulled alongside for individual instruction during our youth sailing classes.

The Opti trailer was gone over this spring and should give us trouble free service.

As of this writing I believe the Miss Kelley has been rented 4 times and it has been used for ASA instruction at least once this year. This resource is under used. Please have anyone interested in renting the boat contact me for the availability. Full instructions regarding renting/use of the boat are visible under the "Fleet" tab on the website to anyone logged in as a member. If you are not logged in on the website as a member it is invisible. Contact the Membership chairmen, Dave Duncan for credentials to log in if you don't already have them.

Work planned for this fall will include pulling of the Miss Kelley from the water for cleaning and painting. If you wish to assist with this or anything else, contact me.

Brad

Membership Chairman's Report

We've reached the mid-channel position of the 2014 season and will be into the second half of racing soon. CRSA's ship's complement is now 109 member households. The 2014 season will enter the halfway point in July. Thanks to everyone for making the spring and early summer events a great success.

Please contact your officers with ideas you think could benefit the members and don't shy from volunteering for CRSA operational service, crewing, participating in socials, and joining the rest of our motley crew on Facebook!

Your updated CRSA Member Directory has been sent out via e-mail to all members. Please remember to replace the existing directory with this version as we have had several new members join since March.

Avast ye scallywags and stay alert! Hoist full sails as we enter the next phase 'o CRSA's 2014 sailing activities together!

David



David Duncan

CROATIA CRUISE

Sept. 7-21, 2014

CRSA Members:

The Croatia Cruise will be Sept. 7-21, 2014 and we currently have 5 signed up for the trip. We are hoping for more and ask you to consider joining us for a new adventure on a Moorings Flotilla Cruise in the Mediterranean. The cruise fee is \$1500 plus a refundable \$125 damage deposit.

See the attachment, the CRSA web site or contact me for details.

Regards,

Dan Geiger, CRSA Cruise Director



This is a two week Flotilla Cruise with Sunsail out of Dubrovnik, Croatia. Croatia is located on the Adriatic Sea, east of Italy on the Mediterranean. Captains are Dan Geiger and Jim Dinger. Travel days are Sept. 6 and 22. You may fly into Dubrovnik. The boats may be boarded at 1800 on Sept. 7 and we must leave the boats by 0900 on Sept. 21.

A flotilla cruise consists of 4-10 boats with a Sunsail-crewed lead boat. The lead boat is crewed by a multilingual Captain, mechanic with tools and parts, and a social director who will arrange beach parties and other activities. Each boat is free to come and go at will. Sunsail has reserved marina dock space at the various ports for flotilla boats.

The flotilla cost is \$1500 per person, double occupancy, plus a refundable damage deposit of \$125. Membership in Cave Run Sailing Association is required. The cost is based on 6 people per boat. The cost will increase if we have less than 6 per boat. Planned trip capacity is 12, but additional boats may be added if there is participant demand and qualified captains (ASA 104 or equivalent experience) are available. Current Round trip air from Lexington to Dubrovnik is approximately \$1600. In addition, you may spend 2 nights in a hotel in Dubrovnik depending on your flight schedule.

We plan to charter 41', three cabin, 2 head boats. To see cruise details, go the Sunsail web site. At the bottom of the page under PRODUCTS, click Flotilla Sailing, then click Croatia, then click Dubrovnik.

Payment Schedule:

Initial deposit- \$500.00

July 15, 2014- \$1125

Make checks out to CRSA and mail to Dan Geiger at 1880 Ft. Harrods Dr., Lexington, KY 40503-5403

In addition, download and sign the *Application to Participate in an Adventure Cruise* form from the CRSA web site. This form contains information concerning CRSA cruise policies including a liability waiver and refund policy. Cabin preference is based on the order in which payment is received. For more information, call Dan Geiger, Trip Leader and Cruise Director, at cruisedirector@caverunsailing.org.



Helpers Needed for Girl Scout Sailing Lessons

CRSA is again teaching a sailing class at the Wilderness Road Girl Scout Camp. This year the classes are July 20-24. Instructors stay at an air-conditioned cabin near the lake. This is a lot of fun and is a very rewarding experience. Everything needed and meals are provided. You can participate for as much time as you have. Lessons are in the mornings. Splashing and sliding off of the Margaret Mary II are all afternoon. Contact Charlotte Lubawy for information at Lubawy@TWC.com or 859-273-1591.

CRSA Summer Social Sunday August 17th, 2014

Join your fellow CRSA members for a fun Commodore's Summer Social on Sunday August 17th. This is a friendly family social at the home of CRSA members Bob and Judy Woods. Details are below.

WHERE: 350 Canebreak Dr., Lexington
WHEN: Partying and Snacks at 4:00 PM
 Dinner at 6:00 PM

WHAT: Social and Dinner. The POOL will be open. Feel free to bring your bathing suit, bring towels and enjoy the water.

BRING:

1. Your own alcoholic drinks if you would like any. CRSA's insurance policy does not allow providing beer, wine etc for club activities.
2. If you would like to contribute a food item PLEASE send an email to Bob at rdwoodsmid@qx.net. With your RSVP Bob will suggest what category to bring i.e. salads, deserts etc.
3. If you have easy to carry folding chairs bring 2-6. There should be plenty of seating, but you never know.

WHO: For all CRSA members. Feel free to bring any friends interested in CRSA and in sailing.
RSVP: As you are reading this decide now to RSVP now to Bob at rdwoodsmid@qx.net with how many people will be coming with you and if you would like to bring a side item so he will have an idea how much main dish to prepare.

Here are some pictures from previous
summer socials.





CRSA Chesapeake Cruise May 2014

Friday May 23 - Tuesday May 27



Dan Geiger (captain), Gerard Howell, Sally Shafer, and new CRSA members Malcom Barrett and Michael Goodwin. We came from an interesting mix of backgrounds which led to wonderful conversations and several theoretical attempts to right the wrongs of the world. All had ample and varied boat experience, and an abundance of the flexible attitude so crucial to getting along with a bunch of strangers in limited space.

Our vessel was a 41 ft Hunter from Norton Yachts in Deltaville Va., a comfortable and well maintained boat and good charter company to work with. We accomplished checkout (most thorough) shortly after our arrival on Friday afternoon, and after stocking (overstocking I should say) supplies set sail NE on Saturday for Tangier Island in 10-15 knots. The day's sailing was lovely with cooperative winds. Michael fished and enticed us into imagining the freshest fish dinner possible.



Captain & Crew



Gerard and a watchful captain

Turns out the most challenging part of the 1st day was simply docking. With such limited tidal range (less than 2 ft) in the Chesapeake it's surprising to find a strong tidal current anywhere. Tangier has one in its west channel! It seemed like 4 knots when we arrived to dock among the pilings, and it runs across the beam. Dan operated like a pro, guiding the boat in smartly on the first attempt with no collision or even scrapes. He got a well-deserved round of applause from the other boaters dockside on hand to catch lines, and who had run the same gauntlet earlier. It was a happy reminder of the instant fellowship and camaraderie among sailors. Note for next trip: arrive at slack tide. Mr. Parks, the long time proprietor of the docking facilities is a real character.



Tangier Channel

Tangier is a fascinating place, isolated in many ways by geography and custom, but welcoming to strangers. It seems to have such a fragile existence, with the entire island barely above sea level. Houses are not on raised foundations. Population is less than 1000; there is one school (all grades); access to the island is by boat, and apparently an airport tough we did not see any air traffic; on island transportation is mainly bicycle and golf carts, and the 'roads' are suitably sized. They have a new health clinic, good cell phone service, and the cutest public trash

cans I have ever seen. Many of the older residents speak an early American dialect that is barely understandable, and when speaking our usual English have a very pronounced accent unlike any I have ever heard.



Breakfast at Mrs Crocketts

On our first wander through town we were greeted by the sound of rifle shots and joyful shouts by children - practice for the island's Memorial Day celebrations was underway at the church! We had Sunday breakfast at Mrs. Crockett's hotel, family style dining, all you could eat. Tables were large and friends and strangers intermingled easily. It was a most genial and filling occasion. Strolling back through town we were passed by well dressed residents in their golf carts going to church. They invited us to church, too. We seemed ragged and derelict by comparison as we threw off the mooring lines.

Chesapeake Cruise Cont'd . . .



Brad and Donna Leslie on Gripfast passing thru Tangier channel.

Brad and Donna Leslie and family were also at Tangier at the same time on their boat but anchored on the opposite side of the island from our dock. We talked by radio and fruitlessly helped in their search for fresh crabs (turns out the locals told me the water was still too cold for crabs so they were scarce). Then we waved at each other as they motored by headed in the opposite direction from us for the day. We should have planned that better.

Our destination on Sunday was NW to Reedville, Va. Winds were lighter that day, and not from a useful direction, but we made the most of what we had for several hours of gentle sailing of the nap-inducing variety. Michael fished and we hoped. Finally we motored on, and as we approached Reedville saw indications of a large and active fishing fleet. The town was built around the menhaden industry, little fish that go into pet foods, fertilizers, and more. We docked at the Crazy Crab, within 10 feet of the customers at outdoor tables. The people around the docks were friendly and the crab cakes were great.



Michael, fishing for dinner



Part of menhaden fishing fleet.

Monday brought us the best breakfast of the trip. While Malcom lolled in a hammock stretched across the cockpit, Gerrard, assisted by Michael, delivered an over the top meal in the cockpit. Then we strolled Reedville, a tiny historic village built around the menhaden industry. Many homes and buildings were stunning, but the high point was the Reedville Fishermen's Museum with fascinating and informative displays in the main building. They also had a historic home, an active boat building shop (sign posted "day care for old men"), several boats on land, and a 41 ft skipjack floating at their dock.

We cast off for another day of nice 10-15 knot winds, but in the wrong direction. So we had good sailing going nowhere. Michael fished and we hoped. Regretfully we finally motored to return to our starting point by Monday evening. There was talk about calling in sick to our respective obligations for the rest of the week, but we chickened out. The proverbial 'drooling over boats' walk around the docks was followed by a relaxed happy hour. Then dinner on board (spaghetti, not fresh fish) was served as darkness fell, a (nearly) perfect ending to such a civilized adventure.



Sally at the helm.



Malcom at chart table.

well, and everyone got caught napping at some point. We also talked non-stop for the entire 10 hour drives there and home, so I think we all enjoyed ourselves. I would happily sail with this group again. Hope that more CRSA sailors will join us next time.

We sailed a lot, visited fascinating places, ate too



Docked in Reedville.

Beginning Sailing 2014

Twenty seven students participated in the CRSA Beginning Sailing Class this year, representing 21 new household memberships. Bill Lubawy taught the Tuesday/Thursday classroom portion of the course with help from Mark Breeden and Sally Shafer. Special thanks go to Ruth Lawton who made arrangements for CRSA to use a very nice classroom at her church.

Weather was not in our favor this year. The water lab scheduled for May 10 was cancelled because of heavy storms on the lake. Make-ups labs were held at the second, third, fourth and fifth race days with two non-race Saturdays in between. For a couple of those it was cold. For one the wind was so light it was tricky for students to get accustomed to moving the tillers. But it sure looked like everyone was having a good time regardless.

Special thanks go out to the captains who took students on the "Water Lab" portion of the class. They included: Chris Bollinger, Mark Breeden, Jim and Prince Dinger, Chuck Emrich, Bill and Charlotte Lubawy, Brian Pollard, Graeme Wilson.



Mark Breeden helped use the model sloop to illustrate raising the main.



Keith and Dawn practice tying off to a deck cleat.



Beginning Sailing students cheer on the fact that everyone passed the extensive and difficult entrance exam



Jeff helps raise the mast on "Bound To Wind".



All participants paid close attention to the section of the class that dealt with safety on the water.



Graeme Wilson with sailing students.

Beginning Sailing 2014 Cont'd . . .



Betty and Lisa pull on the main halyard.



Matt relaxes at the tiller on a calm afternoon.



Somehow the new sails on Miss Adventure did not help stir up higher winds for the water lab at Race Four.



Mark Breeden describes the starting sequence for the Racing Clinic before Race Two.



Margie tightens up the genny sheet on a windy and somewhat frosty day for Race Two.



Matt learned enough in the classes to take out his new boat and sail just behind Lou Trost.



OPPORTUNITIES

Sailing from St. Marten to Chesapeake Bay!

We all have choices in life to do something out of the ordinary, and we are at times not sure what we will take away from the opportunity. That is how I would sum up my trip with Dr. Bob Woods. As you all know, Bob has a beautiful 46 foot Morris sailboat, *The Lexington*. He has taken several trips to the Caribbean throughout the years and is sometimes looking for extra crew to help take the boat to the Caribbean or to bring

the boat back from the Caribbean. This year, in May, Bob gave me the opportunity to help bring the boat back from St. Marten to his home port in the Chesapeake Bay area.

When given the opportunity, I had major reservations because this would not be island hopping, which is usually what I do when I sail the Caribbean, but we are talking real open ocean sailing where things can go wrong very quickly and help is not readily available. I also was concerned on who else made up the crew roster because 12 days on a 46 foot sailboat becomes very small quarters as time passes making a crossing.

But opportunities like this come rarely, so I accepted almost immediately. It was one of the best decisions I made in my life! The other crew members were Billy Wooten and Charley Denham and the Captain, of course, was Bob.

Where do I start?

I could tell you about the ***gourmet food*** Bob served and cooked for the most part for us which included, 1¼ " thick juicy rib eye steaks, rack of lamb, center cut pork chops and smoked salmon. Needless to say, we ate extremely well!

Or, I could tell you about ***the Captains excellent computer and technical skills*** on getting the weather reports and satellite images that we used to plan ahead during the crossing.

Or about the ***really cool sail jellyfish (Velella)*** we saw when we were in the open ocean and 500+ miles offshore.

Or about the ***great weather*** we had till we got to the Gulf Stream.

Or about the ***10 to 15 foot seas crossing the Gulf Stream*** with a nice steady wind to make it a smooth crossing.

Or about the ***6 foot seas we had in the Chesapeake Bay*** with it pouring down rain, with full sails, on a close hauled tack, 14 knots of wind, going over the Chesapeake Tunnel, 10 PM at night and passing a really large tug boat (?) going the other way with only 15 feet between us.

Or about how we sailed and motored into Bob's home dock ***arriving at 2:00 AM in the morning with no radar.***



OPPORTUNITIES Cont'd . . .

What I enjoyed most?

However, as much as I enjoyed all of these aspects of this trip, what really left an impression on me was the time I had on the boat with the 3 other men; all from different walks of life.

When sailing across the Atlantic Ocean, you have a lot of time to just talk and share life experiences with each other, especially during your night watches at the helm. You also really get to know a person and what is important to them. Plus, you have time to tell jokes and let time float by like you did as a child.



So I really have to thank Bob for putting together such a great crew, because this trip was truly unforgettable. Not because of the Atlantic Ocean crossing, but because of the time I had with Bob, Charlie and Billy.

It was like what my young nephew said: "Good Times!".
Ralph Merten



Beginning Sailing Looking for Extra Deck Cleats!

Beginning Sailing instructor Bill Lubawy is looking for more deck cleats OF ANY KIND with which to teach tying off a line during the Beginning Sailing Classes (some examples are below). At the last class we had 27 students but only 5 cleats to use. So – if you have some left overs, or used ones, or even slightly damaged ones you are willing to part with, please let Bill Lubawy know. Contact him at Lubawy@uky.edu or 859-619-7942. Bill will arrange to pick them up and mount them on a base for use next year.



CRSA Dinghies Meet Most Fridays

The CRSA Dinghies is a group of members who gather weekly. Come and join them on Friday at noon for lunch at the Signature Club Cellar (formerly Lansdowne Club) off Tates Creek Road, Lexington. Park on the right side of the building as you are facing it and go in the lower level. The group is strictly casual. Dinghies talk about sailing, racing, cruising, boat repair, deals on hardware, boat maintenance or just about anything. Check inside or on the patio. Look for the most distinguished group there, and ask them if they know where the Dinghies are. For information check with Al Lawton 859-293-2792 or Bill Jones 502-863-5341.

Looking For LEDs For Your Boat?



If you are trying to get more life out of your battery, and have an older boat, you may be trying to replace your running, mast and interior lights with LEDs without buying new expensive fixtures. CRSA MainSHEET co-editor Bill Lubawy has been in just that situation for some time. A mast light was the first to be replaced about 8 years ago, and that did require a new fixture. A new small side cabin LED interior light (and fixture) was found on a trip to Oakland CA which was reasonably priced. But a main center LED interior cabin light and LED running lights all required new fixtures. Replacement LED bulbs was the answer but were just not available in the right size base or the right size lighting unit, and I looked all over. BUT – on a trip to the Florida Boat Show this last March Bill found a vendor who had everything. The company is a small family business called Cruising Solutions and contact information and picture of some of their LEDs Bill purchased are below. They had replacement LED “bulbs” that fit into the very reasonable SeaDog fixtures on Bill’s boat, and hundreds of other LEDs.

So, if you are looking for LED bulbs to replace your incandescent one’s without replacing the fixtures, check with Cruising Solutions. Make sure you take into account the use for the bulb you are trying to replace. Here are some other hints:

- Be sure to check the base of the bulb you want to replace and whether the bayonet mount has regular pins (side pins at directly opposing locations on the base) or whether the pins are “offset”.
- Check whether there is one contact on the bottom of the bulb or two.
- There are at least two colors of white LEDs. Mast lights and stern lights can use a “cool white” LED. Bow lights (with the green/red lens on top) require a “warm white” LED for the green and red to look green and red. A cool white bulb makes the green look blue. Hard to believe I know.
- If you can, find the model number of the bulb you are replacing. That gives you the best shot at getting the right replacement.

Small replacement LEDs bulbs are really quite affordable now and use less battery power. Many are under \$10 and some are under \$5. Cruising Solutions, 99 So. Harris Rd, Piedmont, SC 29673 1-800-460-7451; 1-561-414-1438 ; CRUISINGSOLUTIONS.COM

Hope you find this information helpful. Bill Lubawy



INTERESTED IN YOUTH SAILING LESSONS?

School is out, summer is here, and CRSA would like to know if you have children between the ages of 7 and 14 who are interested in learning to sail. Children should be able to swim or be extremely comfortable in a life jacket floating in the water. The maximum weight for decent performance of our child-oriented Opti sailboats is 120 pounds, but they can handle considerably more weight.

It is anticipated that lessons will be held in the Jacobson Park area one evening a week for about five weeks and will then culminate with a sailing party on Cave Run Lake on a Saturday. We can accommodate about 8 children in this program. The cost is \$25 per child.

If you are interested, please email drjamesdinger@gmail.com with the Subject Heading: Youth Sailing You MUST include the following information: Your NAME and PHONE NUMBER and the NAME and AGE of the children who might participate. This information must be received by

drjamesdinger@gmail.com by July 11, 2014.



Member Referral Program Refer 3 – Get 1 FREE!

Earn a "Referral" Thank You by referring three new Family Memberships and get your annual membership FREE! Just pass the word to your friends and colleges about the great times we have at CRSA!

UPCOMING CRSA ACTIVITIES YOU DON'T WANT TO MISS!!

July 20-24	Girl Scout Sailing School
August 16	Race #6
August 17	Summer Social at Bob Woods
September 6	Race #7
September 13	Race #8
September 14	Charity Regatta

CAVE RUN SAILING ASSOCIATION
P.O. Box 256, Lexington, KY



WWW.CAVERUNSAILING.ORG