

Newsletter of the CAVE RUN SAILING ASSOCIATION

The MainSHEET v 32 #4

Lots of FUN Activities Happening See How to Participate Below

Want to Learn to Sail This Summer in Lexington And Are You Between the Ages of 7 and 12?

Youth Sailing starts July 5th at Jacobson Park and runs Tuesday evenings and Saturday afternoons (weather permitting). If you are less than 120 lbs (we use small boats), love the water, and want to have something different in your life this is for you. Please register at youthsailing@caverunsailing.org or call 859-270-2199 to get on the student list. Cost is \$30. You must be a CRSA member or family member. Youth Membership is \$15 to join CRSA.

Want to Make a Difference in a Young Sailors Life?

Volunteer to help with youth sailing! We need lots of volunteers to make Youth Sailing a magical experience and pass along the feeling of a life long love of the wind and the water. Commit for a day or the whole time if you can. Times are Tuesdays 6-8 PM and Saturdays 1-4 starting July 5th. Call **Chuck Emrich**, Youth Sailing Director, at 859-270-2199 and start the summer activities and fun!

Boat Captains Needed for Sea Cadet Sailing Experience!

We have a Great opportunity to introduce the Sea Cadets (25 or more) teenagers to sailing and on the water safety! We need 8 boats on Cave Run Lake to make this happen on July 16th starting at 10:00 am at the Scott Creek Boat launch. Bring extra life jackets. If weather or wind require a delay, the make-up day is Sunday July 17th at 10:00 am. This is a great way of promoting sailing to youths who will be on a ship in the navy later in life! If you can help please call **Chuck Emrich** at 859-270-2199. Without you this may not happen! Call today and don't delay!



Chuck Emrich teaching a Youth Sailing class.



Volunteer Al Lawton helps with Youth Sailing.



Dale Sturm takes parents of Boy Scouts for a sail similar to what Sea Cadets would do.

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CRSA Joins National "Sailabration" For the Summer Solstice

On June 18th and 19th CRSA celebrated the summer solstice with a raft up on the Margaret Mary II. **Ted and Debbie Brandewie** did a superb job of organizing the weekend with help from **Bill and Charlotte Lubawy** and **Steve Morris**. It was a grand weekend event with 25-30 CRSA members stopping in. About 10 boats rafted up on both sides of the MMII. Ted grilled burgers and chicken breasts on Saturday nite and cooked a Sausage and Egg breakfast on Sunday morning. The wind Saturday afternoon was a perfect 10-15 mph. The moon on Saturday was full and the sky was clear. The weather was incredibly comfortable for sailing, sleeping and just plain partying. Special thanks to all who participated and helped organize the event. Everyone had an incredibly good time.



More 2016 CRSA Summer Solstice "Sailabration" Pictures



Even More 2016 CRSA Summer Solstice "Sailabration" Pictures



ONE SPOT LEFT ON THE ITALY WINE AND CUISINE FLOTILLA CRUISE

October 8-15, 2016

This is a Sunsail flotilla cruise which starts and ends at the island of Procida, Italy which is on the west coast near Naples. We will tour four wineries and enjoy a wine tasting and buffet meal. The cruise price includes transportation to the wineries as well as the wine and food.



Sunsail flotillas are a group of 6-10 chartered boats accompanied by a lead boat. The lead boat is provided by Sunsail and has a multilingual captain, repair technician with parts and tools and a social director who will organize shore events. There is a planned itinerary, but each boat is free to choose its own course and explore other spots during the day. Sunsail provides reserved berths at each port and the lead boat crew provides assistance as needed.

This cruise is intended for experienced and new sailors. The route is with line of sight navigation. For more info, www.sunsail.com/flotilla-sailing/wine-and-sail/italy.

THE SPOT AVAILABLE BUNKS WITH A MALE.

Itinerary: Oct. 8- Arrive at Procida Island from the Naples airport. Board the boat after 1800. Oct. 9- Ischia, Oct. 10- Capri, Oct. 11- Cetara, Oct. 12- Salerno & Agropoli, Oct. 13- Amalfi- Positano, Oct. 14- Punta Campanella & Procida, Oct. 15- Off the boat by 0900.

Breakfast, lunch, bottled water and snacks are included and will be on board. Dinners will be in restaurants at your cost (except for the winery tours which are included). You may cook your own dinner aboard if you wish. We will provision as we sail, most ports will have markets. Crew can purchase soft drinks and adult beverages of their choice.

Included: Sail boat charter, winery tours, flotilla fee, refundable damage deposit, insurance, fuel, pump out fee, dock fees, breakfast, lunch, snacks, bottled water. The boat we have chartered is 43 feet with 4 cabins and 2 heads. Costs are based on 2 persons per cabin and a total of 8 crew. Cabin assignments are based on the order in which deposit checks are received.

Not included: Travel to and from Procida, restaurant meals, soft drinks, adult beverages. Air fare round trip from Lexington to Naples is approximately \$1600. You will also need to pay for travel from the Naples airport to the ferry and the ferry to Procida.

Cost: Based on 8 crew, 2 per cabin, \$520 plus a \$210 damage deposit. If there are fewer than 8 crew, the cost will increase. Membership in CRSA is required.

Payment Schedule: COST to reserve a slot- \$830.

Payment can be made through the website (via pay pal using a credit card). Mail checks made out to CRSA to Dan Geiger at 1880 Ft. Harrods Dr., Lexington, KY 40503-5403

Contact: Dan dangeiger17@gmail.com or 859-797-4212.

Former Long Time CRSA Members Sam and Karen Moore Featured in Paddlers Newsletter “Bowlines”

Many CRSA members will remember Sam and Karen Moore who were long time members of CRSA before purchasing a 40+ footer now berthed at Kentucky Lake.



Sam and Karen Moore, active paddlers and sailors.

Before joining CRSA Sam and Karen were paddlers and canoed and kayaked all over the world, including previously unexplored rivers in China. The new issue of Bowlines, the newsletter of the Kentucky Wildwater Association, describes some of the incredible adventures of Sam and Karen. The issue is available at: <http://www.bluegrasswildwater.org/bowlines/BowlinesMayJun2016.pdf> and is worth a read.

Sam served CRSA as Commodore and Social Chair. He organized a two-week CRSA trip to Spain to see the America's Cup in Valencia. It was an incredible trip with 43 CRSA members sailing 5 boats from Barcelona to Valencia to the Balearic Islands and back to Barcelona, with the highlight being watching the America's Cup from our chartered boats. In addition Sam was the driving force behind CRSA purchasing a new Race Committee Boat, the MMII, which has been such a great boat for running races and having socials. Sam also started CRSA offering ASA certified sailing classes, which has been a big member advantage for CRSA as well as producing some extra income for the association. Finally Sam started the “Trip Tales” programs, the popular CRSA dinner/trip review programs held mostly during the winter.

Sam and Karen continue their “adventures” with fellow CRSA member Bob Woods. They sailed with Bob on his boat “Lexington” in the Carib 1500 on two occasions. The Carib 1500 is a 1500 mile race from Portsmouth VA to Nanny Cay on Tortola BVI sponsored by the World Cruising Club and is the longest running ocean crossing rally in North America. This winter Sam and Karen, and Bob Woods are taking the “Lexington” on a 15 month around the world cruise. We are anxious to hear about that trip, wish them all the best in both sailing and having a good and safe time, and returning to Lexington with tremendous and fond memories from the trip.

David, Anna and Kayla Duncan Sail in French Polynesia

Editors Note: This is an article requested by the CRSA Editor and written by David Duncan about his family trip sailing “off the lake.” If you have similar adventures please contact me at mainsheet@caverunsailing.org.

Fifty years after I read “Kon Tiki”, about the adventures of Thor Heyerdahl’s 1947 voyage from Peru to Polynesia, we finally decided to sail the islands of French Polynesia. Being the last region in the world to be populated by man, Heyerdahl demonstrated the migration by sea of people into the South Pacific from South America.

In fact, while on one of my segments backpacking around the world, I had the opportunity to see the 45 ft. Kon Tiki II, a reed and wood catamaran sailboat in the arid Northern Peru desert where it sits preserved among the dunes in storage.

Inspired to visit Polynesia, I began planning my Bucket List item of sailing the romantic Society Islands in February 2015. Admiral Anna, First Mate Kayla, and I set out from Lexington to Papeete, Tahiti on May 31. After a short island hop to Raiatea we accepted the 2015 42 ft. Catana catamaran “Carmen” at Dream Yacht Charter’s base and began our adventure. We had chartered with Dream Yacht Charters (Annapolis) in the BVI and were once again delighted with the charter documentation, vessel, provisioning, briefing, charts, and personnel.

The Society Islands of French Polynesia were named by Captain Cook in 1769. Charter sailing is extremely popular in the Leeward Islands, comprised of Huahine, Raiatea, Tahaa, Bora Bora, Tupai, Maupiti, Mopelia, Motu One, and Manuae. Raiatea is the cultural and religious center of all Polynesia encompassing Hawaii, Tonga, New Zealand, the Cook Islands, the Marquesas, and Rapa Nui.

On Day 1, we departed Raiatea for the islands of Tahaa, Bora Bora, and Huahine over 9 days. Each island is surrounded by chartered lagoons formed between the barrier reefs around the islands and the islands themselves. Raiatea and Tahaa share the same lagoon. There are a number of passes one can take to reach anchorages in protected bays as the lagoons are quite large providing ideal areas for relaxing and taking in the views, snorkeling, SCUBA, fishing, land based tours, shopping, provisioning, and restaurants.

We anchored on the east of Tahaa, the Vanilla Island, the first night and spent the next day on a 28-mile shake-down cruise around the northern end to Apua Bay on the west. With 18-20 knot winds and 3-7 foot swells we hit speeds of 12-14 knots easily.

In the evening of Day 2 we were thrilled by a local traditional Imu dinner and dance demonstration hosted by our new friend, Jeremy. For two years he has held these celebrations for charter vessel visitors. For two hours we let ourselves drift back in time when Polynesians would feast on pig, fish, banana, poi, goat, fruits, and vegetables for social gatherings and to celebrate the gods.

Young men and women danced traditional welcome dances, war dances, courtship dances, fire dances, and others accompanied by musicians and singers. One female dancer was the top dance competitor of all Polynesia in 2015. It was all very romantic!



Imu dinner with Polynesian dancers.

Afterwards, First Mate Kayla was invited to a jam session with the young men who were enamored with her. She sang several American songs with a guitar and played the drum while accompanying the boys as they sang traditional songs. We enjoyed the night so much that we returned a week later to experience it all over!

On Day 3 we sailed from Taha to Bora Bora, a distance of 35 miles to our next anchorage. Bora Bora is the “Honeymooners’ Island” and has many upscale



Spectacular sunsets in Bora Bora were delightful.

hotels featuring cabanas on stilts over the water for a mere \$800-1,000 per night. We drift snorkeled a couple of times and relaxed on board for two nights in two an idyllic bays. The sail plan was to reach Huahine, the Garden Island, in 6-7 hours on Day 5, 80 miles away.

In the morning on Day 5, we received a favorable local radar forecast for the day and weighed anchor once a small squall passed. Seventy miles and 6 hours into the sail, however, conditions had deteriorated markedly. I later learned that a “cyclonic low pressure system” had been developing south of Tahiti, 150 miles away. With 1-2 miles of visibility, 15-20 foot swells, and gusts approaching 40 knots I had decided to motor the remaining 10 miles to the port town of Fare’ on Huahine.....when my port engine quit and would not re-start! Great!! We were now in a fresh gale (Beaufort 8) on a distressed vessel, shooting for a narrow 200-yard-wide pass with reefs on both sides, against a 6-8 knot ebb tide, and with waves breaking across the channel. I shut down my remaining engine, unfurled a 30% genoa, and headed on to Fare’. Two miles out I still could not see Huahine! I called capable First Mate Kayla on deck and explained the situation, putting her on the helm. “This is going to be like threading a needle but do exactly what I tell you and we should make it. OK? We are only going to have one chance to get it right.” It was one of those special father-daughter opportunities to work together a father can only dream of. The Admiral stayed dry in the salon, reading her Kendall, confident that our perils would end favorably, much as they have on past cruises of ours.

The details of our endeavors of the next two hours are saved for a Trip Tales next winter. I did find out later that my port engine had a vacuum hose clamp fail which led to oil getting into our diesel fuel. On Day 7, two nights later we were anchored in a protected bay enjoying a delightful dinner, put together by the Admiral, with 73+ knot winds whirling outside. They may have been higher but at 73 knots I just turned off the wind speed indicator. We had already well surpassed the 63 knots of hurricane force winds anyway!

Our three days on Huahine were wonderful. We rented a car and explored the island’s beauty and mysteries, visiting several temples, including alters for human sacrifice and cannibalism, restored by the Bishop Museum of Hawaii. The Huahine Yacht Club served New Zealand beef Filet Mignon so I had three of those. The island is a throwback in time, almost secluded from the outside world, and we met several of the 1,500 truly hospitable inhabitants. We went to the Black Pearl Factory, saw pearl farms, fish traps, waterfalls, and met a woman who makes traditional

Polynesian pareas, wraps used to fashion different styles of clothing wear for women and men.

On Day 8 we left Huahine behind for Tahaa under better weather conditions with 10 miles visibility, 20-25 knot winds abeam, and 6-8 foot swells. We reached Apua Bay in plenty of time for our second Polynesian Imu dinner and dance.



David, Anna and Kayla Duncan enjoy their second Imu dinner and drinks near the end of their cruise.

The next day we returned “Carmen” to Dream Yacht Charter base on Raiatea and rented another car, visiting the ruins of Taputaputaea, the most sacred of all religious sites in Polynesia, before catching our flight.

Despite the annoyances of a little foul weather and engine breakdown, the trip was amazing. The Admiral and I hope to return for 3 months on a land based visit when First Mate Kayla heads to college. French Polynesia is incredibly beautiful and its people are absolutely wonderful. It’s now off to my next Bucket List: a self-drive safari through the game reserves of South Africa and a Silverback gorilla experience in Rwanda.

Smooth sailing your way!

David, Anna, and Kayla Duncan, June 2016

Remember to check the CRSA website at caverunsailing.org for the most up to date information on CRSA socials/races/activities.

If you change home addresses or your email address please update your entry in the **Members > Membership Directory section of the CRSA website at caverunsailing.org. If you have any trouble contact the membership chair **Steve Morris**, membership@caverunsailing.org.**

Cave Run Sailing Association

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The MainSHEET

**This Issue of the
MainSHEET is
VOLUME 32 # 4
July, 2016**

The MainSHEET is published 4-8 times a year, by The Cave Run Sailing Association, PO Box 256, Lexington, Kentucky 40588.

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

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

Membership Information can be obtained from Steve Morris at membership@caverunsailing.org.

The MainSHEET is edited, sometimes carefully and sometimes not, by Bill Lubawy. Please contact Bill for article ideas and or suggestions at Mainsheet@caverunsailing.org.

Special Thanks from the MainSHEET Editor

This issue of the MainSHEET has pictures, information and/or text from a variety of CRSA Members including David Duncan, Charles Emrich and Dan Geiger. Thanks to all for the help. Hope I have everyone.