



The Bluegrass Charity Regatta to support the Lexington Hearing and Speech Center will be held Sunday September 10th, 2017. Registration details are below and on the CRSA website, caverunsailing.org.

The Bluegrass Charity Regatta is a fundraising event co-sponsored by the Theta Nu Chapter of Psi Iota Xi and CRSA benefiting the Lexington Hearing and Speech Center's incredible work with hearing impaired children. There is no fee for participating. As many boats and sailors as possible are invited for this very worthy cause.

If you would like to sponsor a boat, even yours, the fee is a tax-deductible donation of \$200. The sponsor form is in this newsletter and on the website. The women of Theta Nu also solicit sponsors and lots of sailors and boats participating helps them do so.

The racing is completely **CASUAL**. This is a great **FUN** way to find out a little about racing, have a great day on the water and support the work of the Center.

Charity Regatta Schedule

Now: Register your boat on the CRSA website caverunsailing.org.
By 9-7-17: Send in your sponsor form if you wish to sponsor a boat.

On Sunday September 10th

9:00 – 9:30 Breakfast Twin Knobs West Group Use Area
9:30 – 9:45 Captains' Meeting
11:00 Fun Racing
2:30 or so Grilled Lunch and Awards Program



CRSA Sailstice Raft-Up & Social Celebrates the Summer Solstice With Sailors Around the World

Ted and Debbie Brandewie organized a really great social and Sailstice Raft Up on Saturday June 24th and Sunday June 25th. The celebration was part of a world wide sailors activity for the Summer Solstice. Weather turned out to be almost perfect, just as Little Red Riding Hood said “not too hot.” Members brought covered dishes, **Valerie and Ben Askren** brought a birthday cake with candles for **Emma and Walt’s birthday**, and **Ted** cooked great burgers and sausages. Gads the food was good. **David Duncan** wore a shirt with a picture of him and his family from a cruise and several members were wearing Fourth of July attire. The Saturday nite raft up was followed by an eggs and sausage breakfast on Sunday morning again cooked by Ted (different sausage from the dinner before). Everyone had a wonderful time. Nearly 40 CRSA members and friends attended. And YES the “John Boat” from the marina took people from the MMII to the restrooms.



2017 CRSA Summer Sailstice Celebration – more pics



Even More Summer Sailstice pics



CRSA Takes The SCAPA Show Choir Out for a Day on Cave Run Lake

On June 25th the day after the Sailstice **Valerie and Ben Askren, Chris Bollinger, Chuck Emrich and Steve Morris** took the SCAPA Show Choir and some parents out for a day of play on the lake. Ben, Chris, Chuck and Steve took choir members out for a sail and between sails choir members played on the MMII going down the slide and jumping in the water. It was a truly glorious day. Special thanks to all the CRSA members who participated.

You may remember that the SCAPA Show Choir performed at the CRSA Awards Banquet in 2016. They were incredible and the only thing attendees wanted was a lot more. As part of the thank you for that performance Al Lawton suggested taking the group for a sailing outing. It was a great idea fulfilled under the leadership of Commodore Valerie Askren. And another group of great young students got to experience sailing and frolicking on the lake.



The SCAPA Show Choir and some parents made up a nice sized group.



Choristers took a break from splashing around.



Going off of the slide on the MMII was a popular activity but required returning to the deck.



Jumping off of the top was another fun thing.



Parents and choir members took advantage of a little sailing time.

2017 Flying Scot Nationals

June 2017 – Sandusky Bay, Ohio

By Bob Summerfeldt

In 1957, Sandy Douglas designed, built and put into production the Flying Scot, the all-fiberglass 18' daysailer designed for pleasure sailing and racing, a design balancing ease of use, technical sophistication and one-design simplicity. Today, over 6,100 Flying Scots have been built, and the owner's association sponsors regional and national sanctioned events annually, including the Midwinters, the Wife-Husband Championships and the North American Championships (NAC's) in locations circulating around the country.



THE EVENT

Since 2017 represented the 60th Anniversary & birthday party for the Class, the event came (first time ever) to Sandusky Bay at the southwest end of Lake Erie. The Sandusky area is now famous as the home of



the Cedar Point Amusement Park with its amazing array of world-class roller coasters. The bay is ideal for small-boat sailing events, and the Sandusky Sailing Club has hosted many classes, including Thistles, Interlakes, J-24s and Lightnings. The support facilities and organization are superb. 68 Scots from Texas to New England and from Michigan to Florida registered for the week-long event. They began gathering June 23, just as the rain and winds from hurricane Cindy were fading to the northeast. Saturday was dedicated to registration and measuring; Sunday the scheduled

Women's and Junior Championships; Monday was to be the 3 qualifying races (to determine the 2 competitive fleets), and then Tuesday, Wednesday and Thursday for the 5 races for the trophies.

THE WEATHER

As you would expect, we went anticipating warm to hot temperatures, high humidity and light winds, all typical of northern Ohio in June/July. What we got instead was clear skies, low humidity, high temperatures only in the 70's (54 one morning!) and WIND, WIND, WIND – buckets of wind! Velocities were in the teens and 20's with very sharp gusts and brutal direction shifts. The wind conditions caused many crews to pause and reflect upon just how much they were willing to deal with. The class has a limit in the rules where they will not race in winds over 20 and a gust limit of 24 mph. That envelope got pushed very hard! On Sunday, the Women's and Junior races were canceled. On Monday, only about half of the fleet went out for the qualifiers, and their day was more difficult since you had to sail about 4 miles in 18+ to get to the racing area, all upwind into a steep 4' chop (the water is only about 10 ft deep). Tuesday and Wednesday were more moderate, but still very, very strong and shift – not for the faint of heart, and Thursday was canceled altogether.

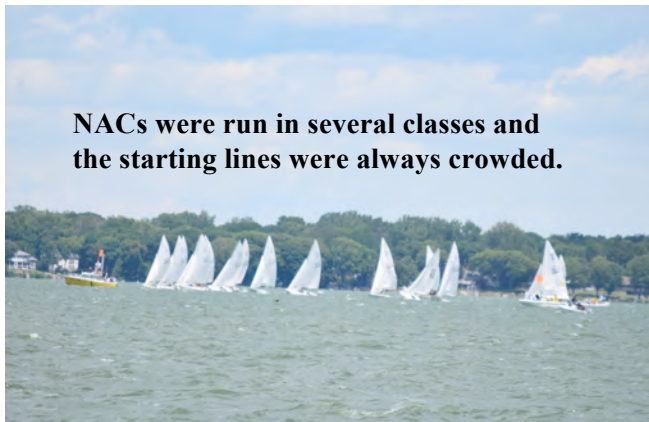
THE EQUIPMENT

FS 5656 was new in December 2004 and has been lightly used, particularly lately. We have done the 2007 NAC's at Fishing Bay, VA (the 50th Anniversary) and at Lake Norman, NC in 2013. So the boat and the sails (including a new set in 2013) are in quite good shape, only suffering from lack of use, the slow dispersal of parts and supplies and an occasional family of mice. We did make it to the 2016 Charity Regatta with some newbie friends., but in 2014, the boat only came out of the barn once, and that was to be washed.

THE CREW

Both my kids had crewed for me in the past, beginning with trips to the FS Midwinters at Panama City, FL in the 80's, and my son had gone with me to the NAC's at Pensacola, FL when he was 16 (he is now 46). In 1994, my daughter and I did the NAC's at North Shore YC at the west end of Lake Erie and won First Place in the Challenger Fleet; definitely the high point of my career. When I learned of the planned 2017 event, I first hoped she and I could reprise our earlier conquest, but it quickly became clear that due to small children and other circumstances, that was not feasible.

To my great surprise and pleasure, my son (now a resident of the San Francisco area) was able to arrange vacation time and come to crew with me. While his experience on the boat is not recent, his physical condition as an avid cyclist was well up to the task.



NACs were run in several classes and the starting lines were always crowded.

THE SKIPPER

My participation in CRSA and other sailing events has fallen off dramatically due to lots of other community, church and work commitments, and some body parts are beginning to tell me that I am getting old(er). When I learned of the 60th anniversary event and the location close by, I resolved to do it up right as it would logically be one of my last major sailing adventures. So at age 72, I started in the fall of 2016 with a light schedule at a local gym (with a former NFL wide receiver) to tune up my strength, balance and endurance, and am I ever glad I did! Without that bit of physical training, an ambitious sailing event like this would have been impossible. Tuning up the body is one thing, but my head has been anywhere but in the boat. I dug out some books from 'back in the day' and got my brain working again, at least to some extent. For the six weeks or so it took to reassemble the physical parts and pieces of my 'road show', I was doing mental instant replays of sailing events from the past.

THE RESULTS

I would love to say that we surprised everyone with a phenomenal success and a big trophy, but that's just not so. What was phenomenal was the family reunion and re-connection with my adult children. Allyson came Saturday for the Women's races (with a neighbor) only to find them canceled due to high winds. She stayed until Monday and the three of us had good times and great fellowship with many old friends from the sailing circuit.

By Tuesday, the winds had moderated enough for Eric and I to venture out into the still-vigorous conditions. In the strong winds and heavy chop, I was sitting on the back deck to steer with Eric all the way aft, just to keep the bow up to go over and not through the waves.

First race - we were about 2 minutes late for the start (talk about being rusty!) but we did catch and were overlapped with the last boat by the finish.

Second race – much better but still too strong for the spinnaker. On the last leg, we were on the wrong end

of a port/starboard, were at fault in a minor collision and then spun out and got knocked down and a near-capsize, leading to a retirement.

Third race on Wednesday came (somewhat) more moderate, so we tried the newer jib and set up the spinnaker. The third race went quite well with a very decent start and beginning to get back into sailing the lifted tack, but we finished well back in the pack.

Fourth race start setting up well, until a boat ahead got into an impossible situation and collided with us, causing a bad ding that will cost him about \$500 or more. By the finish we were solidly in the middle of the fleet, but we were showing much improved boat handling and spinnaker work.

After the major dinner Wednesday night (where I learned that FS Fleet 165 at Cave Run has been suspended), it became clear that the weather was going to be a big problem, and sure enough, everything for Thursday was canceled. We took down the mast in winds approaching 30, packed up the boat and headed home.



Down wind legs had lots of spinnakers flying even with the high winds.

In spite of the difficult conditions, it was a very satisfying and educational week with exceptional comradarie. Sailing is one of those activities that transports you to a completely different frame of reference, away from the internet and cell phone and all normal considerations and distractions. A major event like this is always an incredible source of valuable information and experience that is not available any other way. It is a lot of trouble to have that much fun, but I recommend it highly.

Bob Summerfeldt
FS 5656

Editor's Note: Special thanks to Bob for writing this article on the Flying Scot Nationals. Sixty Six Scots were in Sandusky for the races, 17 decided to stay on shore because of high winds. You were really brave Bob.

The MainSHEET is always interested in any sailing related activities of members. Send them in.

Need a New Burgee?

Be cool. Be neat. Fly a CRSA Burg from your boat or a wall in your home office. New burgees are now available from the Membership Chair, Steve Morris, for \$35. **Contact Steve at Membership@caverunsailing.org.**



Use the CRSA Sunfish Boats for club Races/Regattas for FREE

The CRSA Board voted to implement a new policy to encourage racing. Children of CRSA members who want to race in CRSA races or regattas may use the club Sunfish Sailboats for free. Parents are totally responsible for their children including their good behavior and safety. CRSA does not assume any responsibility or liability for injury. Reservations should be made through Harbor Master Lou Trost and/or through the Rear Commodore Mark Breeden. E-mail addresses and/or phone numbers for the individuals mentioned above are on the CRSA website in the "Members" section. Meet at the Scott Creek Boat Ramp at 11:00 am and one of the above will open the storage bin to help you remove the sails immediately after the Captain's meeting. Parents are responsible for their children, safe boat use, rigging, launching and returning the boat in good condition, drying the sails and putting them away. Children of members get first preference. If no children reserve a Sunfish any member racing on a race/regatta day may race a sunfish at no cost.

CRSA Members Can Use the Miss Kelley for Pleasure Cruising

CRSA members who have completed at least ASA 101 can use the Miss Kelley for pleasure cruising. Just like using Miss Kelley for racing, contact the Miss Kelley Subcommittee Chair Mike Goodwin to make reservations. Mike's email and phone number can be obtained from the "Members" section on the website. The donation to CRSA for using Miss Kelley is \$100/day. Again members are required to have completed ASA 101 or its equivalent, operate the boat in a safe and reliable manner, put the boat away in a clean operable condition with all sails dry and appropriately stored.

Race on the Miss Kelley for 50% Off the Daily Sailing Rate

The CRSA Board voted to implement a second new policy to encourage member racing. If you are a CRSA member you can use the Miss Kelley to race for 50% off of the daily sailing rate. The appropriate

donation would be \$50 for the whole day. For reservations contact the Miss Kelley Subcommittee Chair Mike Goodwin. Mike's email and phone number can be obtained from the "Members" section on the website. Again members are required to have completed ASA 101 or its equivalent, operate the boat in a safe and reliable manner, put the boat away in a clean operable condition with all sails dry and appropriately stored.

Want to Crew?

CRSA members who want to crew during races or regattas often ask how they can get on a boat. There are several ways. Check the racing schedule on the website and pick some days you are available. About a week ahead of time post a notice that you are available to crew on the CRSA Facebook page and a racing member who needs crew may give you a call. Secondly just show up at the Scott Creek Boat Ramp parking lot at 11:00 AM the morning of a race. Look for a sailboat or two or three and some people standing around. Ask for the Race Committee Chair for that day. Bring your own lunch and something to drink. Be ready to get a little spray if the wind is blowing.

Women's Sailing Group??

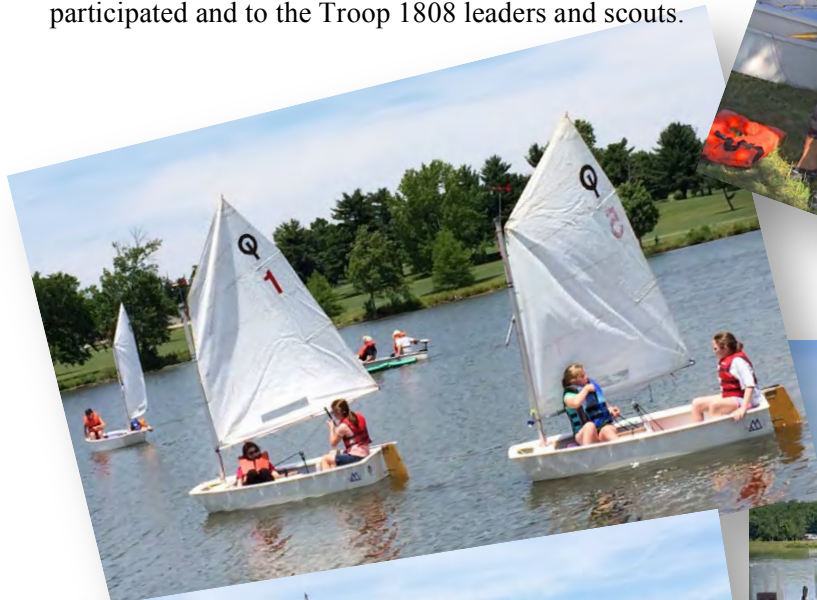
Several female CRSA members have formed a very very informal Women's Sailing Group for pleasure sailing or sailing in races as an all women captain and crew, AND for just plain socializing. Sailing can be either during the week or on the weekends. Nothing formal here. There is talk of having an all women group sail in the Charity Regatta. If you think you might be interested and might be available on short notice to join a group going out, please notify the CRSA MainSHEET at MainSHEET@caverunsailing.org. No guarantees. This is a totally fun idea.

Doing Some Sailing Related Activities Off of Cave Run Lake? Tell the MainSHEET About it

This issue of the MainSHEET has articles about the Flying Scot National Championships and a cruise on the Chesapeake Bay. The editor hopes you find these articles interesting and maybe even fun to read. If you are doing any off the lake activities please think about describing them for the MainSHEET. Write an article or just call the editor, Bill Lubawy 859-619-7942, and describe what you are doing. He will write the article, especially if you can send in some pictures too.

Chuck Emrich, Graeme Wilson, Lou Trost and Charlotte Lubawy Do One Day Girl Scout Sailing Clinic

CRSA taught a one day sailing clinic on June 4th at Jacobson Park. The special program was done for Troop 1808. Six scouts and their leaders spent the day learning the basics of boat rigging, points of sail, sail trim and safety on the water. Special thanks to the CRSA members who participated and to the Troop 1808 leaders and scouts.



CRSA Members and Past Commodores Undertake Expedition to the Chesapeake Bay

CRSA Past Commodores **Al Lawton, Bill Jones and Bill Lubawy** CRSA Member **Tom Woods** did a stimulating expedition to the Chesapeake Bay the week of June 4th. It was truly a grand trip with expected as well and unexpected events.

On Day 1 excitement began with a flat tire on the far side of West Virginia. As we stood at the car trying to figure out how to get out the spare a western KY soldier on leave from a aircraft carrier in Virginia saw Tom Wood's Kentucky hat and stopped by to help. He was able to do what the car instruction manual could not that is get the spare out from under the gas tank. Special thanks to one our nations finest. Before long we were on our way to the marina at Callao VA where Al Lawton berths the SarahGay, an exquisite 33 foot Cape Dory. Conversation topics included the age of the earth, the Ark Encounter, and why there are green wrappers on some cigars. There is a good reason.

On Day 2 three different sources for weather forecasts for the following day included rain and 50 mph wind gusts. Monday would be spent provisioning and replacing the blown tire, all in the rain. Strong winds never materialized however. In fact it would have been a nice day for gentle sailing. Laments and consternations over the weather sprinkled the day but Captain Al's home made crab cakes, along with irreverent comments from the crew and ample amounts of Fish Eye Chardonnay, made the day and especially the evening very enjoyable. Conversation topics include the incredible inaccuracy of the weather forecasts, why it is not possible to fill boat water tanks even though the shore water is turned on to full if the hose has a big kink in it, religious scams and more irreverence.

On Day 3 the crew dutifully followed the captain's directions and made ready to sail. The day was clear and the winds strong. The sail to Tangier Island was lovely and took much of the morning and part of the afternoon. After docking the expeditionary team departed to search for natives. Many were found, including a group that sold ice cream requiring an immediate stopover. Tangier Island is inhabited by a small group of peoples from South West England who still speak with a unique "Restoration-era dialect of American English" due to the isolation of the inhabitants. The island housed a fort important to several wars and is on the National Register of Historic Places. Sadly rising waters are reducing the land mass, the remains of the original fort are now under water, and 10-15 feet of land surrounding edges of the island are lost every year.

A local eatery provided dinner with the most popular dish being the soft-shell-crab special served with five soft shell crabs. Superb The evening was spent in even more irreverent conversation, trying to teach Bill Lubawy the subtle nuances of Dominos, reviewing the fine crab dinner and planning the next day's sail.

On Day 4 the expeditionary team set out for Crisfield MD by taking the short cut through a shallow Tangier waterway avoiding a trip around the island. The sail again was pleasant but more smooth than the previous day. Crisfield has a brand new marina and new docks, several brand new large condo buildings and a recently renovated downtown. It is a very pleasant little town and looks like several groups were expecting a real boom in the area. In the middle of the week the marina was about 2/3 empty. Part of the expeditionary force formed a scouting party to search for a suitable dinner location. The party came upon a native in front of a local museum and inquired. The response that came back was "This is Wednesday, eat at the Crab Shack." After wine and lime nachos at the boat the entire party headed to the Crab Shack. Dinner again was mostly crab. We inquired of the waitress if there was a special on Wednesday nite that would have led to the recent recommendation for a dinner location. The answer was the restaurants rotate who stays open which days. Boy were we faked out. Really a small quaint town. Conversation back on the boat included several irreverent religious jokes and comments on direct observations of crew members from other boats.

On Day 5 the expedition made its way back to the home berth in Callao, Winds were absolutely in the right direction and brisk. The SarahGay was up to 7.5 knots most of the way, a feat facilitated by incredibly astute sail trim. Dinner was at a lovely Italian restaurant.

On Day 6 the crew packed all their belongings while the captain made the boat ready for return to storage. The trip home was uneventful, except for stopping at an Arby's rather than MacDonalds.

The expedition was declared a superb success. All members returned rested, laughing and no less healthy than when they left. Spouses expressed sincere happiness at the return of the party.

Chesapeake Bay Expedition Pictures



A flat tire slowed the initial phases of the expedition.



The marina at Callao was picturesque in the rainy and cloudy weather.



Tom Woods brought some of his fabulous home made beer cheese, a snack staple.



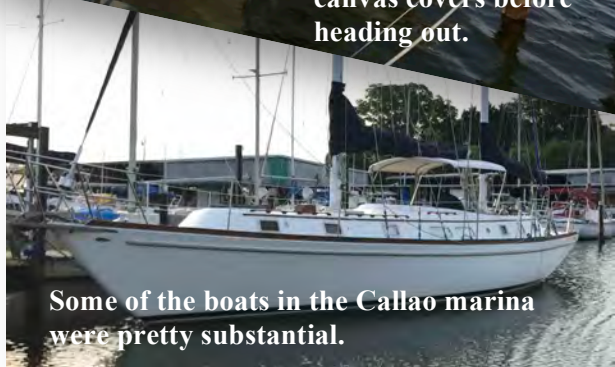
Captain Al Lawton and Bill Jones in front of the wheel.



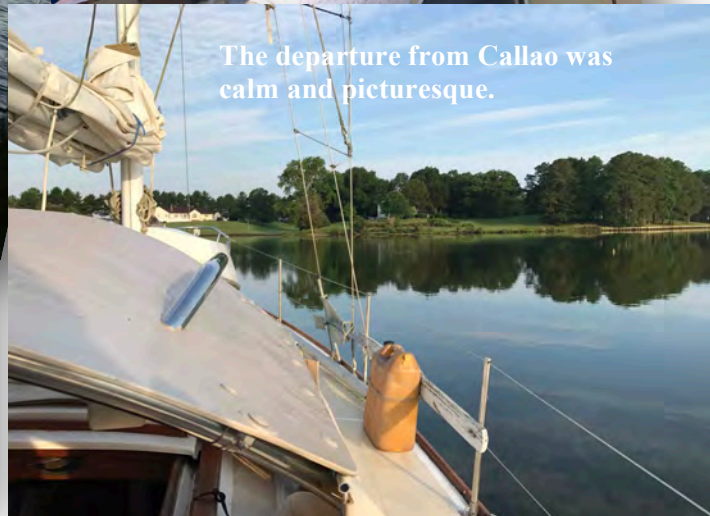
Al and Bill remove the canvas covers before heading out.



Tom Woods provided expert navigation the entire expedition.



Some of the boats in the Callao marina were pretty substantial.



The departure from Callao was calm and picturesque.

More Pictures from the Chesapeake Bay Expedition



Al and Tom talk to the marina owner at Tangier Island.



Crab traps are everywhere on Tangier Island. They sell to dealers in Crisfield.



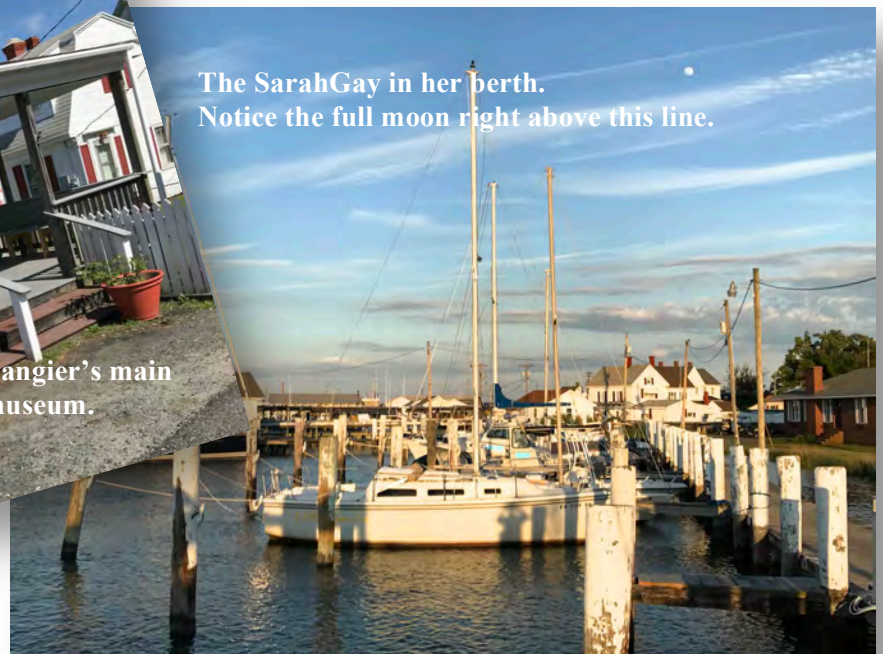
This is "Main Street"
There are no cars.



All the cemeteries are at ground level.



Tangier's main museum.

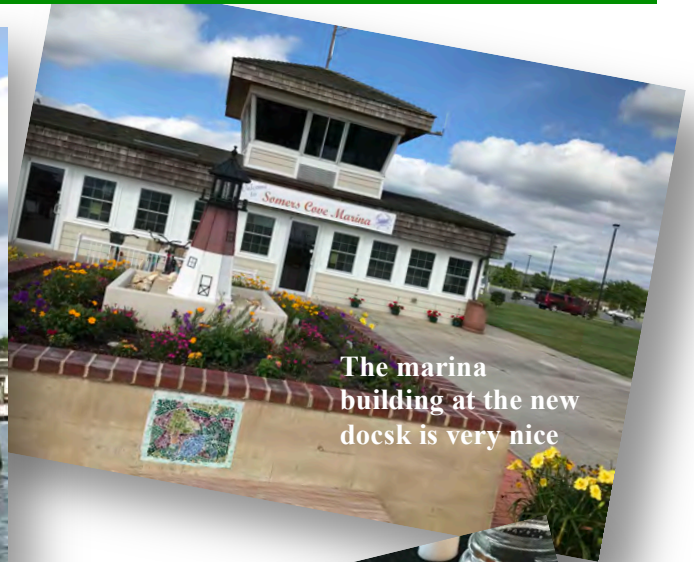


The SarahGay in her berth.
Notice the full moon right above this line.

The Last Expedition Pictures. These are from Crisfield.



This is a "REAL" Houseboat at the entrance to the Crisfield marina and docks.



The marina building at the new docks is very nice



Crabs are transported in wooden baskets from various islands to Crisfield for sale to local restaurants.



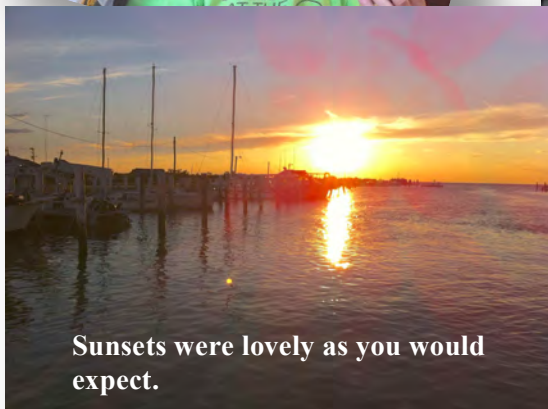
Soft shell crab sandwich.
YUM!



Weather check.



The dockside views at nightfall were spectacular.



Sunsets were lovely as you would expect.

2017 BLUEGRASS CHARITY REGATTA

Here is your opportunity to enjoy the thrill and excitement of sailboat racing in Kentucky!

Join the Cave Run Sailing Association and the Theta Nu Chapter of Psi Iota Xi Sorority for our 30th annual Bluegrass Charity Regatta to benefit The Lexington Hearing and Speech Center. Thank you for giving the gift of communication to children who need help to brighten their future.

Your company, your group, *or you* can sponsor a regatta entry for \$200. If you have a sailboat in your organization, we encourage you to enter it. If you do not, we will be happy to provide a sailboat and crew to represent you.



This one-day event will be held Sunday, **September 10, 2017** at Cave Run Lake (Twin Knobs Recreation Area/West End Group) in Morehead, KY. The day will begin at 9am with breakfast for sailors and sponsors. After a series of two or three sailboat races, we will return to the picnic site/shelter for lunch and the awards ceremony.

Please refer questions to Judy Lopez at jlo0425@yahoo.com / H - 859.309.2402 / C - 859.797.4667

REGATTA SPONSOR FORM

NAME / CONTACT _____

COMPANY NAME _____

EMAIL _____ TELEPHONE _____

Thank You Letter To: _____ WOULD YOU WANT A TROPHY? yes _____ no _____

Mailing Address _____

City / State / Zip Code _____

_____ We will provide our own sailboat. Please contact us with details.

_____ Please have the Cave Run Sailing Association provide a sailboat and crew to represent us.

Entry Fee: \$200.00 payable with registration. Deadline **September 07, 2017**

Checks should be made payable to Psi Iota Xi / Theta Nu

Mail registration fee to: Phyllis Cunningham

2157 Maura Trace Lexington, KY 40513-1613

Please Note: Sailing is subject to weather conditions. It is possible that no race can be held due to insufficient wind or excess winds. In that event, your sponsorship fee will be returned at your request.

Date Registration Received	Payment Received	Check Number
Person Receiving Registration		Date Deposited

Help us celebrate the excellent work for children at the Lexington Hearing and Speech Center!

Cave Run Sailing Association

PO Box 256

Lexington, KY 40588



WWW.CAVERUNSAILING.ORG

The MainSHEET

**This Issue of the
MainSHEET is
VOLUME 33 # 3
July, 2017**

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.

This issue of the MainSHEET has information on the CRSA Sailstice, a special Girl Scout Sailing Experience, the Flying Scot Nationals and more. Special thanks to Bob Summerfeldt, Tom Woods and Charlotte Lubawy for special material and photos.