

# THE TILLER

Lake Worth Sailing Club, Est. 1935  
April, 2018

---

## Commodore's Corner

March has been a busy month and we have gotten a lot done around the club. Thanks to Gordon for running the Great American Cleanup, we had over 60 volunteers show up and they filled a dumpster with trash from around the Lake. The same day Gordon also had a work day and we had a bunch of members show up to clean up our property. It sure looks GREAT, thanks to all that showed up.

A big THANK YOU goes out to Cindy McMillan, Patty Malone and Mary Kayser for a fabulous St. Paddy's party. The food was out of this world. Thank you Ladies and all the rest of you that helped out for the party. We had a great turnout and a good time was had by all.

Looking to April we have a lot of on the water activities planned with the Culver, Spring Series and Opening Day with all the races that go along with it.

I hope you all are enjoying the new *TILLER* under Hal's editorship. It is sure hard keeping up with Hal, during the last week he put his reporter's hat on and was digging for stories around the club. If you have a story to share, shoot Hal a line he will be glad to get it published.

Now that Spring is here and the days are long, it is time for some Wednesday Night Sailing. Starting next week (April 4) we will be racing to the Bridge and Back with dinner to follow.

Fair Winds,  
Bill\_)\_\_)



2022 U.S. Olympics women's curling team

## Curling

*One Season in Texas*

### Olympics

#### Curling

Just flipping through, but...

Wait! What the heck is this?

Stone, broom, hogline? Throwing? House?

What constitutes a point?

The only Olympians with dad bods.

Fascinating

"You should try it," Andy said,  
a Canadian friend who has done everything.  
"Join the league. Be on my team."

Zamboni finishing the last pass around the arena—  
here we go!

Second sweater—check

Stocking cap—check

Gloves—check

Non-slip thingies to cover shoes—check

Slippery thing to slide one foot on—check

Broom—check

### Things to remember:

What color our rocks are

Falling will not kill you

Don't push straight out from the hack.

"Where you are pointed is where the rock will go."

"It's called curling because the rock is supposed to curl!"

Not too hard. Not too light

If it goes where it's supposed to, take credit.

### Observations:

Sweeping should be called Polishing. It's way harder than sweeping.

Yelling is meant to add emphasis to directions. Not sure about the cursing.

This is a sport for very spatially oriented physics majors with an additional degree in geometry.

Don't get me started on scoring, or keeping score.

No, really. I have no clue.

This sport is way more fun than I had anticipated.

The custom of winners and losers buying each other a beer should be in every sport.

*Gaye Hubble*

## Race Corner

Now that Spring has sprung and the air is warming, please keep in mind that the water is still cool down below. It's good idea to have your PFD's on or available and a throwable and at the ready.

The winter series had its ups and downs with the weather. The racers were at the ready each weekend. We are still attempting to provide make-up races for those days that the weather was uncooperative.

The two races were enjoyed by all. Look for more of those in the future!

We had a decent showing of 6 Catalina 22's Last Sunday, however, we would love to see more boats on the water. Remember, this is not a Catalina 22 stand alone series, all boats are welcome and encouraged! Let's check those Portsmouth ratings!

The Culver 100 race is coming up in the very near future. Please be prepared to spend some time on the water. Plan for food/beverage/and comfort needs. This race will begin on April 6th come hail or high water!

P.S Keep in mind, if we don't have a race schedule and the weather fair, We'll set a course

Thanks,  
Aaron

### Spring series #2 Race results

Days Totals	R1	R2
A. Brandt\J. Jensen	3	3
K. Williams\J. Davis	1	1
P. Hollabaugh\M. Pilgram\H. Webb	2	2
T. Hubble\K&T Rhimert	6	4
G. Noyes	4	6
L. Salle\J. Berry	5	5

### April Race committee duties

Aaron B./Glen B.	Culver 100 (6pm start)	1 Race	4/6/2018
David S./Luther M	Spring Series 03	1-2 Races	4/15/2018
Aaron B./Roy H.	Spring Series 04	1-2 Races	4/22/2018
Kevin C./Phil S.	Opening Day	Many races	4/29/2018

## From the Vice-Commodore

Saturday, March 24 was an interesting day at LWSC. We were one of 12 area hubs for the annual Great American Cowtown Cleanup. We also had our monthly work party at the club. A big THANK YOU to all our members who showed up to take hordes of volunteers to designated work sites around the lake. Although 60 volunteers failed to show, about 50 were left to do the work. And they did, with the help of our members. We collected 85 bags of trash, a couple of tires, some pipe, some small tree limbs that were dumped along the lake, a toilet, 2 mattresses, a large highway safety barrel and 5 bags of recycled materials. Our lake is much cleaner now.

Then our members got to work on our club. We mowed the lawn, picked up trash all over the property and inside our buildings. Our lawn was treated with weed and feed, and trailers were moved along our new fence. Thanks to all who helped keep our club enjoyable for all to use. I would encourage our members who have not been to a work party for a while to come to the one on April 21. We have a lot of fun.

If you have not seen your boat in a while, it is calling you. There are some boats on trailers that need some work.

It was good to see Rosser Bodycomb at the work party. He is still sore from his surgery but his wit and his smile added a lot to the day. Happy Easter to everyone.

Let's do some sailing! Gordon



## Move the Draft

Some of you may be asking, what draft? I'm not talking about selective draft but mainsail draft. Sail draft refers to the depth of the sail. It's the section of the sail that gives it the airfoil shape. The position of the draft and draft depth will change how much power the sail makes. The heavier the air, the less power you want and the inverse.

The cunningham, halyard, outhaul and back stay adjustment are the primary tools used to move the draft. In light air, (0 to 8) we want as much power as possible so we ease the halyard just until you see wrinkles form on the luff, release the cunningham and ease the outhaul to form a shelf on the bottom or foot of main (just above the boom). The clew will be an inch or two from the band on the end of the boom to create a deeper draft. Some believe when the breeze is very light, it's best to flatten the main to reduce drag.

I lean toward the poofy side since the breeze can be wildly variable in terms of wind direction on North Texas reservoirs in light air conditions. The key here is to stay in tune with the wind direction and adjust the sails accordingly. Use cassette tape as tell tales on the uppers and rear shroud to help determine the wind direction. Spar flies may not work in very light air. Some folks, I'm talking back a few years, would light cigarettes to see which way the smoke blew. It's critical to concentrate and find the wind direction. And while you're at it, sail to the pressure. It's always faster in the pressure.

As the pressure builds, we flatten the main. So over 10, pull the outhaul until the clew is at the band (boom) and the shelf is gone. Tighten the halyard to take out any wrinkles.

The cunningham can be used to snug the luff further if needed. As the wind builds pull the outhaul tighter and snug the cunningham. I use a multi purchase (4:1) internal outhaul to make it easy to pull it on when needed. I found the 8:1 is too much. It doesn't release as well and is more power than needed for the small Cat22 main.

The mainsheet is your best friend for fending off big puffs. Ease the main sheet just enough to twist the top of the main leech to leeward to release power. Leave the genoa sheet alone until your washing the windows. You'll live and you keep the boat driving and pointing. Drop the traveler if easing the main isn't enough to bring the hull down. Heeling over is slow and you should adjust the main early to minimize heeling. 7 degrees is optimum and that's not much of a heel. You want to keep the keel vertical to reduce sideways slide. When behind a boat that is heeling excessively you can see them slide sideways. So, sail flat. Your bottom isn't that pretty anyway. Just sayin'.

These adjustments are critical to getting your boat to the mark efficiently. If your sails are getting tired and blown out, it becomes increasingly difficult to move the draft forward and you'll feel excessive weather helm along with heeling in heavier air. If you have questions, ask the guys up front. You'll find that they are more than happy to help and answer questions. It's a lot more fun to race with deep competition. Sail Fast.

BTW: The racing has been great this year. We're getting 7-8 boats on the start line and the fleet is getting tighter. So, come out and get in the middle of it. We're having a blast.

We'll see you at the lake,

*Kevin Williams*





## Springtime maintenance

One of the best things about the Lake Worth Sailing Club is having a place to work on our boats. Most sailers consider maintenance as one of the joys of boat ownership and with spring weather the activity increases.

The club has a pressure washer available and you can haul your boat out on a trailer, blast off the dirt and Lake Worth Slime and relaunch her in a matter of hours.

Years ago club members constructed what is known as “the hoist”. Customed-designed for sailboats, this wonderful gadget can lift a fully-rigged sailboat off its trailer and expose the bottom for repairs, sanding and painting. There is a list on the bulletin board so you can reserve a day to hoist your boat and most members will be happy to show you how the slings work and lend a hand.



## LWSC Treasury

All club members will receive a quarterly account statement at the end of March. Please take a few minutes to review the statement carefully to confirm that you are being charged correctly. We certainly don't want to over-charge any club member but we also need to confirm that all members are being charged adequately.

Should you notice an inconsistency or error on your statement, please don't hesitate to contact me. Also, if you have a change to your inventory (i.e. remove of a trailer, boat, etc.), please notify but Vice Commodore Gordon Kayser and myself at your earliest convenience.

Finally, as you may know, I have been developing an accounting manual that will document the various policies and procedures utilized to safeguard and efficiently manage the club's finances. The manual will also provide a blueprint for future Treasurers in the event of sudden office vacancy or natural office transition. You can peruse the draft version at <https://goo.gl/jkia4x>.

If you have not received emailed statements or invoices from [lwsc76135@gmail.com](mailto:lwsc76135@gmail.com), please notify Dustin at your earliest convenience.

Carpe Diem,

*Dustin Phillips, Treasurer*

[lwsc76135@gmail.com](mailto:lwsc76135@gmail.com)  
(806) 340-9253

ACCOUNTS  
As of February 18, 2018

Checking Account: \$4,985  
Savings Account: \$21,666

## 2018 Board of Governors and club officials

Commodore, Bill Heirendt, 817-718-8880  
 Vice-Commodore, Gordan Kayser, 817-586-8610  
 Rear-Commodore, Gary Noyes, 682-234-8308  
 Treasurer, Dustin Phillips, 806-340-9253  
 Secretary, Andy Katz, 817-296-0784  
 Race Committee Chair, Aaron Brandt, 360-201-7674  
 Vice-Race Committee Chair, Glenn Brandon, 817-905-7799

Social Committee Chair, Mary Kayser, Cindy McMillan  
 Catalina 22 Fleet Captain, Kevin Williams  
 Catalina 25 Fleet Captain, Ted Hubble  
 Board Boat Fleet Captain, Julia Wayland  
 Auxiliary Boat Fleet Captain, Open  
 Newsletter Editor, Hal Normand

## Contribute to *THE TILLER*

Sincere thanks to the officers and members who made this issue of the *TILLER* possible by writing the articles and taking the photos.

Please send appropriate submissions via e-mail to editor Hal Normand at: [shadetreestudio@sbcglobal.net](mailto:shadetreestudio@sbcglobal.net) Attach text files, photos, classified ad copy, whatever for inclusion in the next edition. Deadline is the 20th of each month.

## Boats for Sale

C-22 with trailer. \$1,000.

C-22 with trailer. \$3,500

C-25 Fixed Keel with roller furler and 9.8  
 Electric Start \$4,500

C-22 with trailer. \$4,000

Hunter 26. \$4,500

C-22. New Motor \$4,000

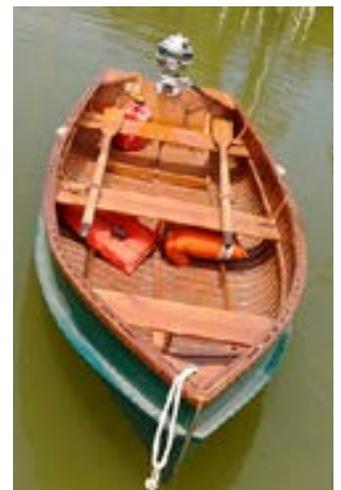
C-22 and motor \$2500

C-22 with trailer. \$1250

Coronado. with trailer. \$1,000

Bill Heirendt has the list of owners and details for most boats.

For Sale: 1954 Thompson Cartopper. Beautiful classic cedar & canvas skiff, totally restored. Perfect boat for messing about. Built like old style canoes, 12 ft. long, weighs approx. 105 lbs., includes oars and trailer. \$1600. Choice of vintage 2 hp outboards also available.  
 Call Hal at 817-937-6715.



Left to right: Sadie, Tiller, Kevin, Ted and Gary

## Race Schedule for April, 2018

6 Culver 100  
 8 1:00pm BOD Meeting  
 15 2:00pm Spring Series Race 03  
 22 2:00pm Spring Series Race 04  
 29 Opening Day