



Ahoy!

Commodore - John Ogden

Wow! April is here and the calendar is full. Beginning on April 7. The beginning of the 1st ever OYC/LNYC/PYC Spring Series. Then for the 13th we have North U coming to town for a racing tactics seminar at PYC. On to the 20th for the Second Annual Hospice Regatta. (Insert) Finally Spring Series #2 will wrap up the month.

Just when I thought it was safe to fire up the mower...I took a look at May...You won't want to miss either of these. The first weekend (May 4-5) will be the 5Th Annual Pursuit Regatta. The third weekend (May 18-19) is the Outrigger Spring Invitational. Both promise to be a boatload of fun. Save the dates. More details will be mailed soon.

This is such a great time of the year to be on the water. Most of the "stinkpots" are still winterized, the breeze is usually up and the lake just seems so much bigger. Before we know it the trees will fill up with leaves, The heat will begin to creep in and the lake will be shared by many.

I am sorry to have missed the frogmore stew social. I heard it was a great success. Thanks to all that participated and of course to Chester and Susie Davis for serving up the tasty vittles. I also heard the group clean up afterwards was a flash thanks to all of the help from members.

Want to get involved? The next board meeting will be Sunday April 14th 12:00 at Select

Yachts. We will be discussing volunteer assignments for Friday Skipper registration at Hospice Regatta and Our OYC Spring Invitational. Tis the season to sail! Hope to see you out there.

Cheers

Commodore, John Ogden

Vice Commodore Race Update

Vice Commodore - Andrew Howell

Spring is finally here!

The spring series is just days away from take the first warning gun, but first lets recap the Icicle series. We had a great turn out of 14 sailboats and great weather.

There were 3 fleets - 1 spin fleet and 2 non-spin fleets. We had some great competition but in the end here is how it all turned out.

Spinnaker

1st Bob Handly
2nd John Heiler
3rd Lynn Strange

Non Spin A

John Guthrie
Mike Brawley
John Ogden

Non Spin B

Doug Riley
Skip Koski
Scott Beeker

The spring series is going to be open to OYC, LNYC and PYC and will be started in the vicinity of marker 4. This has been a highly discussed topic over the years between clubs so we thought what the heck, let's give it a shot. This is going to let us see how our lake wide competition is going to shape up for the upcoming regattas.

We will still be scoring separately with OYC trophies at stake. Plus an over all standings will be posted on the LNKC site. Unfortunately we will have to draw names for the Race Committee duties from the participating skippers. Everyone please participate in the first lake wide club series-racing event. The Spring Series dates are as follows:

April 7th – Sunday 9:00 am Skippers meeting Mariner Villas, 11:00 am Start

April 27th , May 11th, May 25th .

There will be two races per day and the racing will start at 11:00 am. At marker 4.

Upcoming Regattas.

April 19th-21st	Hospice
May 3rd-5th	Pursuit
May 17th-19	Outrigger Invitational

Mark your calendars and don't forget!!!!

Happy Sailing
Andrew Howell



Shoal marker improvements planned

"For those of you who do not read Lake Norman Magazine, a recent article discussed the lake navigation system. Many of you have been concerned about this. The Marine Commission views maintenance of the red/green markers and shoal markers as one of their primary jobs (to ensure safety and maneuvering). The solar powered lights adopted several years ago have often burned out or have even been stolen--up to 40-50%. Private citizens have frequently notified the commission the location of problematic lights. The commission has recently contracted with Mosley Construction to oversee this situation and has received a parts inventory for repairs. Regular maintenance checks on the 100 some navigational and shoal lights on Lake Norman is now underway. AND, marker three will hopefully be replaced by the time this goes into print."

Submitted by Marge Burkett,
OYC Secretary

PHRF Ratings

Most sailing enthusiasts have an opinion about PHRF Ratings...here is Scott Shirley's perspective. (Article submitted by John Guthrie.)

...ALL handicap rules must operate on the assumption that the boat is in top racing condition. PHRF actually works better to support racers of older boats on a low budget than other handicap rules. Think about it for a moment. To assume anything else besides optimum racing condition makes no logical sense, and would be impossible to administer.

How can you possibly come up with a handicap system that takes into account the age and condition of sails and equipment, and the owner's attitudes toward

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maintenance? It's simply not possible. PHRF is the best system yet for older boats, as it is based upon local performance history, against the local fleet. In the hands of an able handicapper, the system works very well, over time, to equalize boats that are different. Used properly, it will compensate for boats aging, and the fact that a 25-year-old boat won't have the perfect bottom that a new boat will. However, ALL rules must assume you are not racing with a bent keel, sloppy rudder, and an inch of algae on the bottom. You simply cannot pencil-whip such a boat into being competitive.

Where PHRF breaks down is when planing conditions exist, and planing hulls are racing in the same class as displacement boats that will never plane. The other condition where it can fail is when the range of PHRF ratings within a fleet is too wide, as this results in boats sailing in vastly different conditions and being unable to engage each other tactically. As for putting the boat in racing condition, it is both NOT necessary to strip out the interior to be competitive. Basic ratings assume the interior is factory original, and modifications must be reported and can alter an individual boat's rating. The weight really seems to make no measurable difference in performance, hence no allowance on the rating. But the bottom does. Paint it every 2 years, sprayed after 220 wet sanding. Have a diver clean it before major regattas each year, otherwise just give it a scrubbing with a Dry-diver brush before each race.

As for sails, "Excellent and in racing condition" does not have to mean new or expensive. For club racing good condition dacron sails, with a re-stitch or re-cut every year or two, are competitive. It is possible, although less likely, to win in PHRF with sails old enough to vote. Try to keep sails at least 90% as good as the best in the fleet, and then trim them better.

written by Scott Shirley



Mumm



Searay