

River Debris

Grand River Sailing Club Newsletter – River Debris

March 2009

From the Commodore:

After learning Microsoft Publisher and writing up several past issues of club newsletters, I have written this month's newsletter in Microsoft's Word, so all our members can open this file and read it online. I have not yet learned all the attributes of Word, so you will have to put up with a newsletter that's going to change occasionally until I figure this out... As I sit here banging away on the keyboard, our Southern Shore of Lake Erie is starting to warm up, but we all know that another blast of winter will surely strike before it is over. This winter has lasted way too long and cabin fever has set in. I am ready to go sailing and I hope the rest of the membership feels the same way. For the racers, please go to our club website and print off a copy of the 2009 GRSC Calendar. Reminder: the General Membership Meeting is Saturday evening, March 14th. Please bring a dish to pass around and our rear commodore should have pizza and beer on hand. If not, it won't be the freezer that has 6 holes in it...only kidding Mike.

Brad Knapp

From the Vice Commodore:

Hello everyone,
I've been doing a little reading online and looking thru my old sailing magazines and have come across some good articles on basic sailing and sail trim that I found got me thinking about being on the water.

I will be posting these articles in the next few newsletters to let everyone start thinking about the upcoming sailing season! Enjoy!!

Bob Valentine

From the Rear Commodore:

You should have received my "Invite" to the General Membership Meeting, something about shooting 6 holes in the freezer and bringing boat drinks...

Saturday, March 14, 2009. Anytime after 6:30pm at GRYC. Be There or Else... Mike Nolan

UPWIND SAILING

To steer a boat fast upwind, you must be able to guide that boat efficiently through a series of changes in the wind and water. Therefore, it's key to anticipate changes that are coming. If you don't know about a puff until it hits your sails, you will be constantly in reaction mode. Keep your head out of the boat so you can make proactive adjustments before or as the puff hits.

* To improve your ability to anticipate changes in conditions, assign one of your crewmembers to watch out for puffs, lulls, waves and flat spots. On small boats, this lookout often must be the skipper because the crew may not have a very good view of the race course. On larger boats, it's usually a crewmember sitting on the rail.

* If your boat is big enough to have a tactician, find a good one you trust so you can focus entirely on steering without having to look around very much. If your boat is small enough that you must steer and do tactics at the same time, practice steering by feel (see page 16) so you can look around a lot and still keep going fast.

* It's very important to keep talking with your mainsail trimmer for two reasons: 1) only you can feel what the boat needs through the rudder; and 2) he or she controls the sail that has the biggest impact on the balance and speed of your boat, which is critical for steering.

* If you (the helmsperson) are also trimming the mainsail, never cleat the mainsheet unless you must. Holding the mainsheet helps you take the pulse of the boat and allows you to make quick adjustments needed for steering fast.

* If you are steering a bigger boat, don't get mesmerized by the instruments. They can be helpful for keeping the boat sailing near its potential, but there is no substitute for good feel and judgment.

* Most helmspeople like to point high when they are steering. There is nothing so reassuring as the knowledge that you are sailing higher than the boats around you. But remember this critical rule about steering upwind: "Go fast first and worry about pointing later." If you try to aim your bow too high before your foils are working efficiently, you'll be slow.

* Once the boat is going well, keep trying to trim the sails (especially the main) harder and point higher. As soon as you feel the boat start to slow, ease the sheet a little and bear off slightly to build speed. Then start the cycle again. When the boat feels fast, trim harder and point higher. If it feels like you are slowing down, ease and get going.

* Practice steering upwind. The best way to learn is speed-testing with one other boat. This gives you a great chance to try different steering techniques and get immediate feedback by watching how you do relative to the other boat.

From the Past Commodore:

Sailors Can Do It In Different Locations



The Sunday Morning GRSC breakfast during the winter is always lots of fun. This year we have been alternating Saturdays and Sundays to better accommodate the wishes to the sparse attendees. The breakfast event has been at the Hometown Buffet in Mentor for years. The recent attendees have decided that we just cannot do justice to the amount of food offered at the Buffet, and we will change the venue and the menu, by establishing the following schedule.

- WHO - GRSC and Friends
- WHAT - Breakfast and Sailing Camaraderie
- WHEN - 9:00 am the First Sunday of the month (3/1, 4/5, 5/3)
- WHERE - *Sammy's* in Grand River

I know that on the evening before the breakfast, I have to put a Post-It note on the alarm clock that says "Go to Breakfast, Dummy" so that I won't forget.

See you then! Louise Mills



From the Cruising Fleet Captain:

A reminder to all, that as of June 1, 2009 you will need a passport to check in with when you come back from Canada at the video phones, or when presenting yourself, crew, and vessel at an official check-in site located at either the Sandusky Pier, E 55th St Pier, or somewhere in Buffalo. The I-68 (440 891-3800 ext 7 to make an appt mon-fri 8 a.m. to 3 p.m.) or Nexus (go to cbp.gov ,type in nexus in the search box and follow the prompts) programs are still available and you will also need your passport to procure either one. If going the I-68 route be sure to have your 2009 customs decal # (if over 30 ft) and passport size pictures and take them with you when you go to be fingerprinted. Hopefully if you bought your decal on line last year you kept the letter they sent you last fall telling that they are changing their system and assigned you a new account number to sign in on the new system. I did, and it still took me over 30 minutes to navigate the various pages to get my new 2009 decal for only \$27.50. The new web site address is <https://dtops.cbp.dhs.gov> and all I can say is, to read each page very carefully and hopefully you will not end up swearing at the computer like I did!
George Schlaugh

GRSC Club Calendar

- Board Meetings are held the second Tuesday of the month.
- Crew Training – every Wednesday night at Chester's Legacy Tavern in Painesville.
- Tuesday Libations – at Capp's in Leroy.
- Saturday/Sunday Brunch – now Sunday only brunch at *Sammy's*, 4/5 and 5/3 (April 5th and May 3rd) see above, Sailor's Can Do It In Different Positions...

Note: Please open the attached file for a copy of the 2009 GRSC Membership Application – I have not figured out how to attach it directly to this word document, so I sent it as a second attached file... your computer illiterate commodore!!!