

River Debris

Grand River Sailing Club Newsletter – River Debris

August 2010

From Commodore, Bob Valentine

Hello everyone,

Well, I hope everyone is enjoying the summer and the warm weather! It's sure been hot enough!! Now is the time to get out on the lake and enjoying your boat & the great weather. Don't forget to offer a ride to a friend or neighbor who hasn't sailed before, you just might be the person that gets them hooked!

I have heard so many people say "summer is almost over" or "I can't believe how fast it has gone by" and can't believe people are already thinking about summer being over! In my opinion, this is the best part of summer!! The lake is warm, you finally have a tan (not afraid to wear those shorts) and there is still plenty of summer sailing left!! The Deep Water Race (Edgewater to Put-in-Bay) is tomorrow evening followed by Bay Week this coming weekend, followed by The Falcon Cup and then our GRSC Regatta, August 20, 21 & 22nd just to mention a few of the events. We also have the Sunday/Wednesday fall race series coming up, throw in a planned or unplanned cruise, the Moonlight race and you have the making of a great summer/fall. So don't start thinking summer is over! Think great summer/fall sailing!

Hats off and three cheers to all of the JAM racers that have been coming out on and racing!!! It is really great to see all the new boats and faces. Watching the JAM start a couple weeks ago on a Wednesday night race and you would have thought there was a 6-way tie for first place and that this was the last race!!!! Every boat on the line when the gun went off fighting for position!!! Great stuff!!!

Thanks again to Brad and Cindy for setting up the GRSC outing to the Captains game. We had great seats, perfect weather and it was "Slovenian night" at the park!!! What more could you ask for!!!!

Kendra and the board are doing a lot of behind the scenes work in getting things ready for our Regatta. As with any event like this there are a lot of little things that need to be done. Selling raffle tickets, making coffee, keeping the grounds clean....Please offer your help in some small way to make it a success. Thursday August 19th we will be setting up the pavilion area with the tent and tables, chairs, banners etc. and could use your help. Please contact Kendra or any of the board to offer your help and/or stop down on Thursday to help set-up.

Don't forget, GRSC members are helping with a junior sailing race the Friday night of the women's race for our Regatta. It will be held inside the break wall off the Fairport beach. Come down to the beach or out onto the water to support both the women's race and the junior sailors. The junior racers will be starting around 6:00pm and the women's race will be starting inside the wall at 7:00pm.

See you on the water,

(Check it out, Todd stole my GRSC idea!)

Bob

From Rear Commodore, Todd Rogers

Great to see *Adrenaline* finally back on the race course!!!

For those of you who may not be aware, *Team Adrenaline* had a major mishap while hoisting their mast this spring, and have just recently received the replacement.

Regrets go to Dennis Steffy and the *Bird of Prey* crew.

On a recent Wednesday night, *Bird of Prey* hit an unseen, submerged tree and received extensive damage to the hull. Here's hoping the repairs or replacement may soon be forthcoming!!!

Suggestions:

Accidents are often the mother of invention (sometimes the invention themselves) – and, though unfortunate, should be considered valuable as they can direct us towards opportunities for improvement. With that said – whenever using the manual crane at Grand River Marina, using the recently upgraded blue line on the hoist (rated at 9600 psi) directly, and not any anchor and/or other lines that may be attached to the rig, is recommended.

Also, whenever the racing fleet sets-up inside the harbor, it has been recommended that the start/finish line be set-up directly south of the sand-bar (which exists near the “knuckle” of the break-wall); with the buoy placed near the middle of the harbor, and the committee boat closer towards shore. Although most of us know of the existence and location of the sand-bar, this should take it completely out of play while racing. This recommendation will be passed along to the racing fleet captains so that they can help direct the placement of the start/finish line accordingly.

As a reminder, racing boats need to carry all of the necessary equipment to not only comply with all required safety laws, but to also perform committee boat duty at either “S” mark or inside the break-wall (i.e. radio, horn or other sound making device, suitable anchor, sufficient anchor line, etc.). If you do not have the necessary equipment, please contact your fellow racing fleet sailors and/or board members in order to assist.

Congratulations to the following traveling racing teams:

Wish:

- Cleveland Race Week (CRW) One-Design: 3rd J105 Class
- CRW Double Handed Race: 2nd
- Forest City YC - Princess Pat Double-Handed Race: 3rd

Whitehawk:

- Cleveland Race Week: 2nd PHRF Class C (level 72 fleet)

Alibi:

- Princess Pat - 2nd PHRF Class C (placing in only the second regatta they've ever entered)

Adrenaline:

- Lorain Sailing Club Regatta: 1st PHRF Class A & 1st Overall

Finnair:

- The Chicago Mackinac Solo Challenge Race: FIRST in Class (230 nautical miles - single-handed)

Way to go!!! And way to represent GRSC!!! Continued success and safe enjoyment to all of our cruising and racing boats and fleets throughout the remainder of the season!!!

As Rear Commodore (again, supposedly) in charge of education and entertainment - I am attaching a recent email I received from Past Commodore Brad Knapp. Brad not only gives a riveting, harrowing description of being caught in a recent storm aboard *Notorious* - but also provides some great advice about heading towards shore or towards open water for anyone that may find themselves in a similar predicament.

7/23/10 – Friday night storm:

we saw Pegasus on Friday night and the sky looked dark to the north as they headed into the harbor. we stayed out and attempted to sail in some light air, keeping an eye on the sky towards the north. We were about 1 mile north of the harbor. There were dark clouds to the north and i mean dark blue but the winds had shifted to the west and we thought the storm front would drift to the east. Looking at the upper level clouds, we eventually saw a shift and they were moving to the south fast, so we tacked the boat and sailed back to the harbor. The storm was dark with a white cloud front that was being pushed ahead and down. We dropped all sails, battened down the hatches and motored as fast as we could to the harbor. About 500 yards from the harbor the winds increased and millions of white caps formed on 1-2 foot waves on a green lake. We motored into the harbor and that's when it hit the fan. We saw 60 knot sustained winds for at least 20 minutes and horizontal rain. Notorious took it well as we attempted to motor in the harbor. I could not bring her nose dead to the wind and i would have to fall off and head east, as the winds were from the west. All I could do is wipe my face, look for the lighthouse light, look for the break walls, look for the lights of the condos above the beach and try to keep Notorious centered in the harbor. When things got really bad, I would head east and run with the wind, turn and head back to the west break wall/shipping lane. After 20 minutes or so of fighting the wind, the heavy winds subsided with light rain and there was a sunset off to the west! As we motored down the river, we waved to the Coasties that were watching us thru their front window. We noticed that they had their cutter prepped, lights on, diesel running and were ready to go out if we had called them. They gave us a wave as we motored by... That was the worst storm we had ever been caught in and our greatest worry was being blown onto a break wall or onto Fairport beach... I think I would do things a little differently next time by heading out

to sea and fighting the storm out where we would have more room. I know the boat could take just about anything that is dished out, but not having enough room to motor or sail under bare poles was a problem in the harbor...We were also lucky we did not get caught in the river because i know we would have been blown up against a wall. I have never seen a storm front like that one, it had a mesmerizing beauty to it and at the same time we knew deep down that we were going to get hammered! Heavy wind, horizontal blinding rain and lighting all around us. It's great to be alive!
Have a Great Day!!! Brad

Breakfast Club

GRSC

Club Calendar

- Board Meetings are held the second Tuesday of the Month. Next meeting is August 17th at 7:00pm.
- Get together- every Wednesday night at Chester's Legacy Tavern in Painesville after the club race. If your not a regular, please try and make it at least once during the summer to help show your support of Chester's.
- Tuesday Libations-at Capp's in Leroy
- GRSC Regatta August 20,21 & 22nd