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The Mainsheet



Waiting out the last of the cold at a quiet Hanna Creek Marina.

From the Helm

**Scott Webb,
Commodore**

So, March has arrived, and as I write this there is chance of snow today and highs in the 60s this weekend. So goes our Midwest March. The good news is that regardless of what the next month will bring, we are definitely on the countdown to the start of the season.

In past years as your Commodore I have usually used this month's article to talk about where we are on those projects we planned to accomplish over the winter.

But this month, I am tasked with introducing to the membership some work the Board is doing regarding the future of our facility at Hanna Creek.

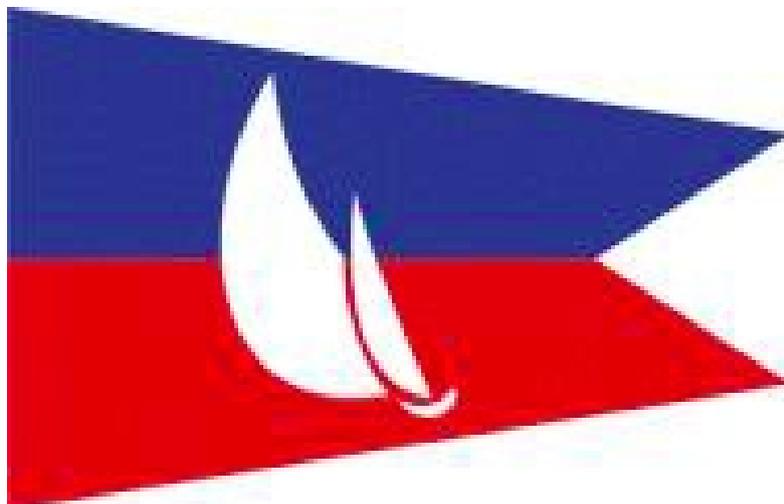
It is no secret that despite the contributions of the club, our little harbor and docks have been deteriorating; the mast hoist has been declared unsafe and unavailable for use, the docks need attention, and then of course there is the restroom. It should be no surprise that money is at the root of the issue as we rely entirely on the DNR and Lake Management, and they rely entirely on the State of Indiana. Not only does the money collected from us all for Hanna Creek spaces not get reinvested in Hanna Creek, it in fact does not even stay at Brookville Lake.

At our annual meeting with Scott Crossley, the Lake Manager, and his operations assistant, Dave Snodgrass, David Forrester, Skyp Harmon and I were presented an opportunity:

Would the Sailing Club be interested in taking over the operation of the harbor entirely?

We discussed a model Scott and Dave were familiar with, each having come from Lake Monroe, south of Indianapolis. The Lake Monroe Sailing Club leases their harbor and facilities from the DNR, where they run the operation, collect all slip and other fees, and maintain the facility themselves.

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Those of you who read the Board Minutes are aware that we started a preliminary discussion of the idea and decided it was actually an opportunity (see the board's motion below). We reached out to the Lake Monroe Sailing Club, who has been incredibly open and helpful regarding their experience, sharing their lease and budgets with us to help us evaluate this opportunity.

The Board decided to establish a committee and thought of what skills would be helpful among its members. Once again, the talent, dedication, and generosity of our Club shines through. The committee was formed and was meeting within a week of its creation.

Ashli Slawter has agreed to be the Chair. Facilities & project management experience is offered by Skyp Harmon. Frank Kadell has been through this before in a previous club, and offered his expertise. Andrew Thaler offered his experience as an Attorney. Jay Schindler is preparing a pro-forma to evaluate the financial side, and Nicole Holtkamp will provide her expertise in procedures for the Committee and the Board. Our harbormaster, David Forrester will be our liaison with the Lake Management.

But meanwhile, spring continues.

The membership drive is on, so don't forget to get your forms updated. And speaking of membership: congratulations to our Treasurer, Nelson Mead, and his wife, Chelsea, for adding another new little sailor, Avery Shepherd Mead, to their family and ours.

And don't forget those boat projects. Personally, we handed our boat over to Paul Hemker for the winter, so I am considering that taken care of...

See you at the lake. (soon)

Scott

Motion from BLSA board meeting, Feb. 22, 2018

Motion presented by Nicole Holtkamp: "I move that the BLSA Board evaluate the Indiana DNR offer for BLSA to assume control of the Hanna Creek Sailing Facility, and further prepare a recommendation, after negotiations, for BLSA response, be moved to Committee. The committee to consist of David Forrester, Frank Kadell, Skyp Harmon, Jay Schindler, Nicole Holtkamp, and additional members to be appointed at a later date."

The motion was approved by a unanimous vote.

The next BLSA board meeting will be held Thursday, March 22, 2018. All BLSA members in good standing are welcome to attend board meetings. Contact any current BLSA board member for more information.

Social News: Sock Burning is April 21

Temporarily hijacked by Matt Cunningham,
Communications Coordinator

(Editor's note: with deep apologies to Nicole...)

Our annual Sock Burning cookout may seem a bit of lighthearted fun, but some new and innovative research suggests that the ceremony taking place at the Kent's Harbor fire pit April 21 carries on a tradition that may go back centuries.

Historians and knitters alike erupted in a flurry of excitement last year after the publication of a report by Prof. J. Prufrock, Professor of Podiatric Anthropology at Staten Island Community College, Ft. Wayne campus. Titled **Cross-Contextuality of Navigation and Sanitation in Gaelic Ritual**, the paper documents Prufrock's 2014 study of a communal fire pit in an early-medieval settlement on the northwest coast of Ireland. Several fragments of tubular, woven wool items were collected from this fire pit after its discovery in 2004.

Breaking with the widely held belief that these were remnants of a sacrifice to Itchem and Scratchum, the local tribes' god and goddess of sheep shearing, Prufrock used molecular analysis to uncover an more practical theory about the mysterious "Wool Tubes of Armagh," named for a nearby modern village.

The analysis revealed a blend of peaty mud, sheep's dung and toenail clippings ground unwashably deep into the wool fibers. Prufrock used these findings to propose that, rather than ritual sacrifices, the wool tubes were the remnants of the previous winter's footwear. The rising temperatures of spring would have warmed the materials in the wool to a point of oxidation, unleashing a wave of noxious stench with each step taken by the wearers. Lab tests conducted by a handful of brave undergraduates suggest that the smell would have been enough to hobble the village, right at the time every man, woman and child would have been preparing the fields for the short growing season.

Rather than ritual, Prufrock suggested the first sock burning may have been conducted as a matter of survival.

No doubt, a few of those early shepherds may have seen in the annual cleansing a connection to winter's departure, and one can draw a short line of assumption between the first sock-burning and the first Irish to set sail to escape the noxious clouds billowing up from the village center. Adding to this intriguing aspect of the theory, Prufrock points to several woodcuts depicting the legendary Voyage of St. Brendan: close inspection reveals bare-footed sailors, looking back at what appears to be a trail of smoke rising from the horizon.

Based on this new evidence, it makes sense that modern humans turned this cleansing act into a ritual practiced by temperate-climate sailors the world over.

(Editor's other note: Dr. Prufrock declined our invitation to speak at the April 21 event - he will be presenting his findings at a conference in Leipzig. He did suggest toasting the fire with a good whiskey, as a fitting commemoration of our foul-footed Irish forebears.)



WE WANT YOU!

BLSA is looking for a few good volunteers

There are a number of exciting projects in the works for the 2018 sailing season, and many of them are looking for volunteers from the membership who can put their skills, talents and interests to work for the good of the club.

At present, we have need for volunteer support for the following:

- **Social event hosts:** BLSA has a long tradition of having club members host each social event. If you like to organize a good party around a theme, like to cook for friends, or simply love our potlucks each summer, contact **Social Director Nicole Holtkamp** at nholtkamp@castellinicompany.com.
- **Race Committee:** BLSA's regatta season depends on volunteers to serve as race officials, starting, timing and recording the race. This is a great way to learn more about racing (they're happy to mentor you, and it's not difficult work), and you'll get the best vantage point on the lake for taking close-up photos of our beautiful fleet. Contact **Race Director Skyp Harmon** at jumper951@hotmail.com.
- **Communicaton and Outreach:** BLSA is spearheading a number of efforts this year to reach out to potential new members, and to enhance both our online presence and The Mainsheet. If you are adept at social media, enjoy working on websites, or would like to help product The Mainsheet (no experience necessary), contact **Communications Coordinator Matt Cunningham** at mcunningham78@gmail.com.

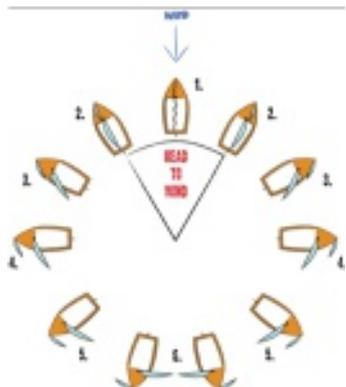
Sail Trim - Keep it Simple

Bill Beglin,
Past Behavin'

I have no idea how many books there are on sail trim - but I think too many.

Becoming an expert on sail shape, trim, twist etc. and endlessly tweaking various controls is not necessary to sail your boat well. But a basic understanding of the sail controls your boat has and how each effects your boat is definitely necessary to sail your boat well. Some basic knowledge and practice will allow you to sail more confidently in most all conditions. This month is about basics and assuming I follow through there will be subsequent articles to go into more detail.

Some basics to remember:



1. Your sails (main and jib) work as a pair or better yet as a team, there is a definite additive effect between the two when properly trimmed. They do this best when they are trimmed essentially in parallel. Looking down from above, note the main and jib are trimmed at roughly the same angle to the wind except when nearly dead downwind when the sails as shown are on opposite sides or 'wing and wing'.

2. When your boat is heeling too much and /or your fighting the tiller or wheel, you are over trimmed (sails sheeted in too much) or you just have too much sail up for the wind conditions. Depending on how you boat is

equipped you may have a lot or little ability to reduce sail. More on reefing later, but as a safety note, practice getting your sails down and secured as quickly as possible. No matter how good you are, if a 60 mph storm comes up you are going to be in serious trouble if you're caught with your sails up and that's not the time to learn.

3. We tend to think of the rudder as just steering the boat, when in fact the more you turn it off center it actually turns into an excellent brake. Look at your rudder out of the water and think about how much force it takes to drag it through the water at any angle other than straight ahead. When your sails are properly trimmed you should be able to steer with a very light touch even in stronger winds. This picture of the Webbs' boat Design First is an excellent example of all these factors. The boat is heeling nicely, the tiller is almost straight ahead and they have great boat speed all of which demonstrate excellent sail trim for the conditions.

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4. In sails, as in all of us, wrinkles are generally not a good thing. Fortunately with sails you can do something about it! Wrinkles along the luff or leading edge of the sail are easily corrected with halyard tension. If the luff of your sails looks like the ones in these pictures you need to tension the halyard more. Remember halyards do stretch with wind load, so don't be surprised that you may have to adjust these with changing wind conditions. Tensioning the halyard also pulls the pocket or deepest draft portion of the sail forward which is a more forgiving and powerful sail shape.



All for now; next month we'll discuss the various controls for your mainsail. If there is something in particular you'd like to see discussed, please let me know.

Bill

Call for Articles!

The BLSA Mainsheet gladly welcomes articles, blog posts, tips, tricks and photos from our members for publication. We (aim to) publish monthly and there is always room in the newsletter and on our website for your content.

Please submit articles, photos and ideas to Matt Cunningham, Communication Coordinator, at mcunningham78@gmail.com. Include "MAINSHEET SUBMISSION" in the email header.

Articles should be 200-400 words in length for shorter items, and no more than 600 words for features. Please submit articles as Word compatible documents (.doc, .docx). Photos should be submitted as .jpeg or .png format.

Thanks; we look forward to your contributions!

Indiana Department of Natural Resources (IDNR):

Mounds Park Office 765-647-2657

DNR Customer Service Center:

Phone: (317) 232-4200 or (877) 463-6367.

Mailing address: 402 West Washington Street, Room W160A, Indianapolis.

Classifieds

Contact Matt (mcunningham78@gmail.com) to submit boats, parts or services for sale.



Catalina 25 Water Ballast - 1996

Original owner, always stored inside, trailer, electric start outboard, enclosed head, pop-top canvas enclosure with windows and screen, galley sink, single butane burner, 10 gallon water tank, large cooler, navigation and cabin lights, completely equipped in sail away condition, \$15,800. Contact Max Keck (513) 236-7648.



Seaward 23 diesel - 1997

Diesel inboard with <300hrs. Wheel steering. Trailer with surge brakes. Big sail locker. Very well maintained and stored indoors. Plenty of extras. Currently listed at \$13,999. Rare trailerable boat with a diesel.

Contact Blaise Gatto: bg777001@ohio.edu



Freedom 29 - 1985

1985 Freedom 29' (no trailer). \$22,000. Sailed in fresh water only. Head and shower, kitchen, sleeps 6, sails in good condition (spinnaker included), boat refurbished 3 years ago. Will deliver."

Call Paul @ 937-437-726

Catalina 22 Wing Keel

Well maintained trailer sailer owned by former BLSA harbormaster. On the hard at Hanna Creek. For more information, contact John: 513-558-8507

Soda blasting service

Fred and Mike have decided to offer bottom hull blasting with baking soda at a discount for BLSA members. Fred has owned a media blasting company and still has the equipment. Anyone interested give them a call or message for info. It's fast and clean.

Contact Mike - (812) 599-2776 or Fred - 812-599-5356.

7.5 HP Honda outboard

2-cylinder, 4-cycle long-shaft outboard for sale. Serial Number indicates it is a 1977 model. It includes an owner's manual, service manual and transom mounting bracket that fits an S2 7.9M Grand Slam. Contact Dan Whelan at 937-293-1438 and make an offer.



1988 Hunter 26.5 Fixed Keel

1994 Nissan 9.9HP outboard. Like new North Sails (main) and Doyle Sails (100% jib). Roller furling. Running rigging mostly new in 2016. Cradle included (trailer not included). \$6,699.

Get more information and pictures at

<http://www.sailboatlistings.com/view/69483>

Contact Jay Schindler at (937) 654-7252 or schindjay@gmail.com



J-24 Gizmo

Gizmo is for sale. This is hull no. 4018, and comes with a Mercury 3.5 hp outboard, which has less than 5 hours of run time. The boat has a faired keel, and comes with Quantum racing sails including spinnaker. Used to sail at Brookville, is currently stored on trailer in Lexington, KY. If interested, contact Collin Boyd at 859.552.2525



1978 J/24 Limonada

Past commodore Dave David Masters is selling his 1978 J/24 with extensive work done on the topsides. It has a fresh bottom with VC 17 paint. It comes with a EZ Loader tandem axle trailer, 6hp. Mariner outboard, like new sail inventory and too many other extras to list. The boat has proven to be very competitive (ask Bill Beglin) and is in great shape. Contact David at dwmasters@zoomtown.com with questions or to make an offer: \$5,000.00.



J/24 Jet

Restored J/24 that used to sail with BLSA. Contact Tom Lee through his post on the BLSA Facebook page.