

Light Air

Newsletter of Lake Yosemite Sailing Association

August 2012



Summer Sunset at Lake Yosemite
Photo by Kathi Brown-Fournier

**Lake Yosemite
Sailing Association**

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Submissions:

Deadline is the 22nd of each month.

Submit to Ed Dietz (eddietz42@yahoo.com)

Elizabeth Dietz, Editor



Commodore

Thom Grimaldi



Ahoy Sailors!

It's August already, I don't know about you but this year is going by awfully fast. It appears I've hardly sailed my own boat this year and spent more time sailing someone else's on race night. Note to self, check my rudder for moss...

I missed our shrimp feed this year due to prior family engagements and I hear it was a good one. Kudos to Craig Anderson, Dennis and Chrissy Wainwright, Tim Harden, Chris Miller and Jerry Johnson and all those who helped out this year.

For those of you who do not attend our monthly meetings, we had a motion to change our by-laws and go from two separate meetings each month to one combined meeting. This was voted on and approved by the attending membership. The meetings will be on the second Tues. of each month from here on out. The membership is invited to attend meetings and will have a timeframe to address the board with any concerns at the end of the board meeting. If you wish to have something brought before the board, contact the board member that it would apply to and ask they discuss it during the meeting.

The purpose of this change is to help eliminate some of the redundancy in having two meetings. Less business, more fun!

As many of you know we have been entertaining the option of remodeling the clubhouse with the intent on making it more functional to our use. A few different plans were drawn up and unfortunately, in discussions it's been determined this would not be affordable. We will be looking at other options.

As I write this, tomorrow will be our first Commodore's breakfast / brunch out at the clubhouse. Craig and I will be cooking and typical breakfast of eggs, potatoes, bacon, and fruit. Hopefully we get a good turnout and make this a once a month affair.

C'Ya on the water!

Thom



Vice Commodore

Mike Streatly



Several members have asked me questions recently regarding how boats are handicapped and the scoring of our racing. I am going to address a few of these things this month.

With the many different sizes and types of boats racing each Thursday, how is it that we are able to determine who wins the race? To find the winner each (keel) boat racing has a handicap assigned to it, also known as its PHRF rating. These ratings are calculated with the finish times to determine the finish order.

LYSA (and most other clubs) use Northern California PHRF ratings for keel boats. Dinghies use the Portsmouth rating system but that will have to be a different column for a different month. PHRF stands for Performance Handicap Racing Fleet. PHRF ratings are created by committees using previous race data and/or boat and sail area measurements.

PHRF rating numbers are represented as seconds per mile. So, in theory, a boat with a rating of 270 has a 6 second per mile advantage over a boat with a 264 rating. I say "in theory" because there are a couple of ways results can be calculated.

One way to calculate corrected finish times is using the "Time on Distance" method. This is the simplest way to do it but it requires that we know the exact distance of the race course. Although we have distances listed on our course sheets, they are only approximate because we don't set our courses the same all of the time. Therefore it would not be accurate for us to use "Time on Distance" to score our races.

So if we don't know exactly how long a course is, how do we give allowances in seconds per mile? The simple answer is that we don't. We use a scoring method called "Time on Time". How it works is there is a formula that converts your PHRF to a correction factor which is then multiplied by your finish time to get your corrected time.

The formula to arrive at your correction factor is $650/550 + \text{PHRF}$. Using this formula you can see that to have a correction factor of 1 (no correction from your elapsed time) you would have to have a PHRF rating of 100, because

$650/550 + 100 = 1$. Any rating higher than 100 gives you a fraction of 1 and therefore reduces your corrected time. This explains why the slower boats have higher PHRF numbers.

Let's use two boats from our non-spinnaker fleet as an example to show how corrections would work in a race. We'll take a Catalina 22 with a rating of 270 and a Merit 22 with a rating of 219. In a "Time on Distance" race (that we don't use) the difference would be a flat 51 seconds per mile ($270 - 219 = 51$).

Racing course 4 which is approximately 3.05 miles would give the Catalina about a 2:36 advantage over that race regardless of how long the race lasts. Again, because we don't have any accurate distances, we cannot calculate our corrected times this way.

To score using our "Time on Time" method, we first need to have correction factors for both boats using the formula $650/550 + \text{PHRF}$ that we talked about earlier. The Catalina 22 has a 270 rating so we take $650/550 + 270 = .79268$. The Merit 22 has a 219 rating so $650/550 + 219 = .84525$. For our example we will still say they are racing course 4. We will also say that both boats crossed the finish line at the exact same time in 45:30 elapsed which is reasonable for course 4. Multiplying the finish time by a correction factor of .79268 the Catalina 22 has a corrected time of 36:04 while the Merit 22's factor of .84525 would give her a corrected time of 38:28 for a difference of 2:24 favoring the Catalina. That's pretty close to the 2:36 advantage from the other method. But what if the race took longer? OK, if the same boats were on the same course 4, still crossed the finish line at the same time but with lighter wind took exactly 10 minutes longer (55:30 elapsed), the Catalina 22 would have a corrected time of 44:00 and the Merit 22 would have a corrected time of 46:55 for a difference of 2:55 still in favor of the Catalina. That's a little more than the theoretical 51 seconds a mile we mentioned earlier.

Now, what does the Merit have to do to win the race? Does it simply have to shave 2:55 off its time? Not quite. Remember that the Merit's correction is a fraction of 1, so multiplying it by its new (and quicker) finish time will give it less correction. Finishing 2:55 quicker would only take its corrected time down to 44:27 so it would still lose by 27 seconds. With the Catalina 22 finishing in 55:30 and correcting to 44:00 the Mer-

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it 22 would have to have an elapsed time of 52:02 in order to correct to 43:59 and beat the Catalina.

So what does this tell us? As you can see your corrected time can vary quite a bit depending on how long you and your competitors are on the course. It would also seem that the slower the race, the better is for a slower rated boat. But the bottom line is in order to do well, you still need to sail your boat as close to its rating as you can. Never stop racing, because every second counts.

I hope this month I answered more questions than I created. If you want to read more about PHRF and see the ratings for all boats visit yra.org.



Past Commodore
Craig Anderson



Ahoy mates!

The summer is just zooming by and I find myself wishing for cooler temperatures. It's hot outside but thankfully the lake provides a cool respite. The fantastic winds we had in the spring have now given way to the doldrums. There has been a lot of activity at the club with the past Sunday's Commodore's Brunch being the latest gig.

I'll admit that I've been tardy in thanking all of our members that made the LYSA Open House a success. First and foremost are Peg Lawler and Jerry Johnson; they were instrumental in creating the fabulous raffle. There were numerous items of quality and lots of people went home with great stuff. Next up for honors is Chrissy Wainwright; she organized and coordinated the food service, which ran smoothly and efficiently. Others of note were Dave and Sonia Willson for sales, Rachel Hadley for boat rides and Chris Miller for preparing the shrimp. Bryan Blagg got the ice along with Rick Lindgren too. Thom made the pasta sauce and Dennis performed set up. There were so many people that helped, excuse me for not noting everyone. In fact, our entire club worked together to put on a superior event. Thanks to all for a job well done!

Between Thursday nite racing, sail camp and weekend activities at the club I've been blessed to be able to observe all the wonderful things at the lake. I suggest that you too take advantage of the opportunities afforded and come out to sail and socialize.

Aloha, Craig Anderson

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Secretary

Ed Dietz



Board Meeting: 7/03/2012, 6:35-7:56PM

Minutes: Approved minutes from 6/05/2012 board meeting and 6/12/2012 membership meeting.

Reports – Actions – Discussions

Commodore, Thom Grimaldi... Commodore's event "Sunday Brunch" is scheduled for 7/22/2012.

Vice Commodore, Mike Strealy... Thank you to everyone for Jim Strealy's memorial.

Past Commodore, Craig Anderson... The Open House was a success.

Treasurer, Diane Sousa... Provided financial status for LYSA and preliminary report on the Open House.

Port Captain, Tim Harden...

- * Working on boat sticker violations
- * Empty slip owners will be noticed and refunded 65%

Cruising & Social Captain, Kathi Brown-Fournier... The Fresno Yacht Club regatta at Huntington Lake is scheduled for 7/14/2012.

House Captain, Amy Davis... Spraying for flies to keep them out of the clubhouse.

Racing Captain, Chrissy Wainwright... The last race in Session 1 is Thursday, 7/05/2012.

Secretary, Ed Dietz... Provided minutes from previous meetings.

Sail Camp Committee: Brigitte reported that there was low attendance for the first week, but there are a lot of teens scheduled for the next sessions. She wants to form a scholarship committee.

Old Business:

- * Funding for the garage/fence night light for \$300+ was approved (MSP) (Open – Port Captain Project).
- * Past Commodore Social Event: Sunday Brunch scheduled for 7/22/2012 (Closed – Commodore Project).
- * Ice Machine Servicing (Closed).
- * LYSA Construction Project (Open – Vice Commodore Project).

New Business: The Board approved changing the monthly board meetings to coincide with the

membership meetings, thereby cutting LYSA meetings from two nights a month to one night. This affects bylaw article XII and per article X, amendment of bylaws must be voted on at a membership meeting (MSP)(Open).

Adjourned: 7:56PM

Membership Meeting: 7/10/2012, 7:00-7:40PM

Minutes: Reviewed board minutes from 7/03/2012.

Reports – Actions – Discussions

Board members commented on the same reports provided at the previous week's board meeting.

Old Business: Same as reported in the 7/03/2012 Board minutes.

New Business: Per bylaw Article X, amendment of bylaws, the membership voted to change the meetings scheduled in Article XII. The vote was 8 to 5 (MSP). Article X shall now read: The executive board meetings shall be held on the second Tuesday of each month and membership meetings shall follow the board meeting. Members shall be notified in advance on the LYSA website of any changes in time or location of the meeting (Closed).

Adjourned: 7:40PM

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Port Captain

Tim Harden



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Chrissy Wainwright



July 14th and 15th was the 59th annual High Sierra Regatta. As usual the Fresno Yacht Club did a very good job of hosting the regatta. This year we had three boats from our club in attendance. Lee Anderson had his Merit 25, Steve Leonard had his Ultimate 20, and I had my Merit 25. Dave Mosher and Jim Powell represented the Fresno with a Hobie 33 and a J27. I would also like to note that Dodd and Kathy Fournier took their boat up that weekend for some pleasure sailing. The weather and wind conditions were just about perfect, sunny skies about 80 degrees and enough breeze to keep the races interesting. After the races Saturday we all gathered at Steve and Rachel's cabin for a tri-tip dinner. Congratulations are in order for Dave Mosher a crew for placing first in the PHRF-A division, Steve Leonard placed third in the Ultimate 20 fleet, and I placed sixth in the PHRF-B division. Overall I think everyone had a great weekend.

We are now into the second half of the summer series. Hopefully, the second half will go as smooth as the first. Everyone should just try and have fun out there, and keep it clean. Congratulations to our first half winners. Spinnaker fleet, first place goes to Tim Harden. Non Spinnaker, Chuck Rockholt. Centerboard, John Barrere. Thanks again to the RC for all their help. "Eagle Eye" Deb Harden, Kaitlyn Harden, Diane Sousa, Dave and Sonia Wilson, and my husband Dennis. Thank you Mike Streatly for keeping us on track with the racing program and posting the results.

It is really nice to see new faces of our membership pitching in during the club functions. We seem to have something on the club calendar every week, so it is important that members step up and help when they can. We have established patterns in our regular functions, such as the Regatta and Shrimp feed. However, these two events have a lot of prep work as well as cleanup. Many hands make for light work.

Thats all I have for now, see you at the lake.

Classifieds

Venture 21: Successful PHRF racer. Spin, main, genoa by Doyle, blade by Quantum. All excellent condition. Spin and whisker poles, custom rudder, epoxy barrier coat, faired keel and hull, many extra sails. Boat and trailer only 1600lb. Sails alone worth \$2500 price. 209 722 8554.



Everett Loeffler went up the mast on Kathi Fournier's boat to fix her wind direction dingie.





Cruise/Social Capt.

Kathi Brown-Fournier



Hello fellow sailors and friends.

June and July have been great! Full of sailing, racing, activities and events. Several of us pulled our boats up to Huntington Lake to race and sail in the High Sierra Regatta. I was fortunate enough to crew on Tim Harden's boat, and had an absolute blast! Dodd and Craig sailed my boat around the racers on Saturday. Most everyone left on Sunday, Dodd and I stayed an additional night and took advantage of an almost empty lake, sailing on Sunday afternoon. If you've never been to Huntington, I highly recommend the trip. It's beautiful in the Sierras, and you can sleep on your boat like we did, or you can rent a cabin. There are also lots of great camping spots and a couple of restaurants.

The Commodores Sunday Brunch went very well on Sunday. Look on the board at the lake, and E-vite for notice of future Sunday Brunch dates. Rich Kleitman will be hosting the Special Olympic Sailing event on Saturday, July 28th. If you would like to volunteer or would like to sail in this event, please contact Rich for more information. He needs a few sailors willing to take some of these great kids out on their boat.

I was given some great input for activities and events for LYSA. We are working on those for the upcoming months: a movie night, a boat crawl, and a wine & cigar tasting event. Watch for more information on these, and please keep sharing your ideas. I'm here to serve the members, so contact me if you have an idea for a social event, activity, or cruise.

We are at the lake several times a week, and it would be great to see more people out on their boats. The clubhouse is also a great place to spend the evening. It's very cool out there... sometimes 15 degrees cooler than in town. So bring out your dinner, or wine, or whatever, and join us in watching the great sunsets on the lake.

Remember, check the website, evites, and your email for upcoming events, and as always,

See Ya On The Lake!

Kathi



Photos from High Sierra Regatta
PHRF B/
Ultimate 20
start.
"Hard N Fast" and "Viola" are at left.



PHRF A winner Dave Mosher/Keith Dettman on Hobie 33 "Extreme" round mark 1



Lee Andersen's Merit 25 "Student Driver" heads upwind with crew Rich Kleitman, Dave Spaur, and Bob Ellis



Steve Leonard's Ultimate 20 "Viola" (blue spinnaker) navigates two San Juan's heading to mark 1



Tim Harden's Merit 25 "Hard N Fast" and crew: Jacob Harden, Mike Streatly, and Kathi Fournier