

THE GAM



The Newsletter of Jacomo Sailing Club Founded in 1958.

THE COMMODORE’S CORNER – What a sweet sailing year this has been; fair weather, good racing, and rewarding public events like Open Sail Day. The daylight length is now shortening, the leaves on the trees are changing and the sailing season is coming to a conclusion.

We did well this year. Hal had another great year of sailing lessons. Todd makes the Gam work well. Phil put together a great racing schedule. Bernie ran great races.

The club had great publicity with Open Sail Day on TV featuring the FOX 4 Love Fund kids. The Kansas City Star did a full-page spread on the club featuring Lou Joline and Pete Peterson.

The socializing was made perfect with the work of Connie and Connie and Vickie and Susan and Gloria and Julie. What good times with good people. The sailing may be close to an end for the year, but the social times are not. We have upcoming the Awards Banquet and the Christmas party.

The sweet sailing season was made that way because of people who care about and work for the club. Now is the time to recognize them personally. Nominations are in for the special awards for special service to the Jacomo Sailing Club.

Check out the upcoming club calendar and plan to attend the Awards Banquet, always good food and a fun time, and the Christmas party, Julie and Paul are the best hosts in town.

The sailing ends but the friendship continues.
Leonard Hock



2006 SCHEDULE

DATE	ITEM
September 24	Commodore Series
October 1	Commodore Series
October 8 (alt 15)	TRANSJAC
October 8	JSC TRANSJAC Party
November 11	Awards Banquet
December 8	Christmas Party
January 9-14	Sport Show
February 22-25	Boat Show

Traveling Trophies – It is time for all traveling trophies to be returned. These should be given to Leonard Hock. Please return these as soon as possible so we may arrange for the engraving of the 2006 awards.

Mark this date! Jacomo Sailors Mixer - October 14th 5: 30 PM at the Sailboat Cove Shelter.

That’s right. The Jacomo Cruisers and the Jacomo Sailing Club are holding a Mixer. We will meet for a Saturday evening of Socializing and lots of sailing discussion. This is an excellent time to meet new sailors and share the beautiful fall evening at the Lake.

There will be a warm fire in the pit at Sailboat Cove and plenty to eat and drink. For those of you that have not spent time at Sailboat Cove lately, this will be a real treat. We hope that this will be the start of many more events where both Clubs join forces.



2006 JSC Awards Banquet - The JSC Awards Banquet will be held Nov 11th at the Hilton President Hotel at 1329 Baltimore in downtown Kansas City.

This historic hotel has been completely renovated but still retains the classic charm of the 40's.

The President was closed for 25 years, but reopened Jan. 5, 2006 following a \$45 million restoration. This was a swinging place when it first opened in 1926. The Drum Room attracted musicians and entertainers from across the U.S., including Frank Sinatra, Benny Goodman, Harry Houdini and Marilyn Maye. The hotel was also the site of the 1928 Republican National Convention and was placed on the National Register of Historic Places in 1983.

The Awards Banquet will be held in a spacious ballroom on the second floor. (Elevator access is available.) Cocktail and Social Hour begins at 6 PM. Dinner will be served at 7 PM with the awards presentation to follow.

All JSC members and their family and crew are welcome to attend. Additional information will be sent out early Oct., including entrée selections and pricing. Vegetarian and children selections will also be available.



Sailing Term Definition - Finish – A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark, either for the first time or after taking a penalty under rule 31.2 or 44.2 or, under rule 28.1, after correcting an error made at the finishing line.

"There is nothing- absolutely nothing-half so much worth doing as simply messing about in boats." -Ratty said to Mole in Kenneth Grahame's beloved 1908 classic, The Wind in the Willows.

2006 Wyant Cup - Thanks to the JSC S-16 fleet we finally sailed this years event today. We had six entries registered by the dead line. We lost two during the next two days. Ed Seacord could not find a crew. Don MacClymont had a port put in his chest and the Dr. said

no sailing. The weather was warm in the high eighties and there was plenty of breeze. It was 14 to 18 with gust in the low 20's. The entrants were as follows.

Place	Skipper	Crew	Race 1	Race 2	Race 3	Total
1	Kevin Kuse	Andrew McGhie	1	1	1	3
2	Lynn Adkins	Ed Seacord	2	2	2	6
3	Danny Lewis	Susan Kellner	3*	3	3	9
4	Barry Skikne	Rhonda Moford	3	4	4	11

* Breakdown Points

We did not need a race 4 to decide the series.

The last race was very interesting, Lynn was well ahead at the last windward mark, but short tacked the mark, and could not get back before Kevin passed him. Every one had a good time, we just could have used more people.

Big thanks to the S-16 Fleet! Namely the fleet member that loaned and set up their boat for this years Wyant Cup. Chris Holley, Leonard Hock, Mark Graham, Barry Skikne, Al Franson and Pete Peterson. Also I had available, as back-ups were boats form Bill Smith and John Sharp. Thanks to the volunteers on the R/C boat Bernie Kuse, Connie Henderson, Ian McIntosh, Don MacClymont and Arther McGuire.



A Basic Sailing Rule Summary - If you foul another boat while racing, you must take a penalty as soon as possible by doing two 360-degree circles, or turning 720 degrees (Racing Rule 44). While doing your two penalty circles, you must stay clear of all other boats.

Text of Rule - Racing Rule 44 – Penalties For Breaking Rules of Part 2 - 44.1 Taking a Penalty A

boat that may have broken a rule of Part 2 while *racing* may take a penalty at the time of the incident. Her penalty shall be a 720° Turns Penalty unless the sailing instructions specify the use of the Scoring Penalty or some other penalty. However, if she caused serious damage or gained a significant advantage in the race or series by her breach she shall retire.

44.2 720° Turns Penalty - After getting well clear of other boats as soon after the incident as possible, a boat takes a 720° Turns Penalty by promptly making two complete 360° turns (720°) in the same direction, including two tacks and two gybes. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before *finishing*.

A Legal 720 - When breaking a racing rule you can in most cases clear yourself by making a 720 (two circles per rule 44). Below are six items you should consider to make sure that your 720 penalty is legal:

- 1) Get clear of other sailboats after the incident.
- 2) Immediately take your penalty.
- 3) Make two complete 360 degree turns (complete circles) in the same direction, including two tacks and two jibes.
- 4) Always keep clear of other boats while you are making your penalty turns. Pay attention while you are doing your penalty to other boats.
- 5) If you are close to the finish line, make sure you are completely on the course side of the line, before you finish the race. (If it's before the start, you can - and must - do your 720 turns right away).
- 6) If it is required by the sailing instructions, report your 720 to the race committee boat at the finish or to the protest committee at the end of the day.

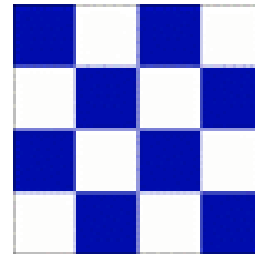
When doing a 720 Tack or Jibe first? - Which way to make your turns has been debated ever since the 720 rule was first included in the rulebook. The decision on, which is the better way to keep clear of other boats, is not an issue. The issue is which is faster to tack or jibe first?

It's probably better in most cases to start with a jibe. The slowest part of doing a circle is bearing off after a tack. If you tack first, you will twice have to bear off dead downwind after tacking, which is slow. Jibe first, you'll be able to come out of your second tack and build speed on your original course. One exception to this is when you begin your penalty on a run, in which case it may not matter whether you tack or jibe first.



JSC Course Board - You will see this information on the Race Committee course board:

- ❖ Red or Green plaque to indicate port or starboard mark rounding,
- ❖ First Box = Code Flag Number,
- ❖ Second Box = Compass Heading to First Mark,
- ❖ Third Box = Course Diagram Signal,
- ❖ Fourth Box = Number of laps or partial laps.



RC flags of JSC – “N” Abandonment - If the Race Committee elects to abandon (cancel) races the "N" flag will be flown. Blue and white checkered flag.



Buntline Hitch - The most common knots are the bowline and the reef knot (commonly known as the square knot). One of the most useful knots rarely known by sailors is the buntline hitch. In many cases it will serve better than a bowline.

The hitch can be useful for attaching your line to a halyard of a small boat. The buntline hitch allows your knot to be as close to the halyard shackle as possible thus allowing you to raise the halyard closer to the mast than with a bowline.

The knot can be used in many other places such as on most shackles and snap shackles. While splicing is stronger, this knot is close in strength. Also a splice may jam in a block but if the correct size of line is used the knot will stop before becoming stuck.

This knot comes from the days of square-riggers and provided a strong easy to tie knot that could be used all over the boat. The pictures show that it is an easy knot to learn. As with any knot practice is the key to become proficient at using it.



Windmill Daggerboard - The board should be as stiff as possible. It is also important that the board fit tightly in the trunk. The trunk can be shimmed within the WCA class rules with carpet, which will protect the daggerboard and keep it snug in the trunk. In conditions up to a full hiking breeze, keep the board all the way down and even forward in light air. As weather helm increases with the windspeed, you can balance the helm by either raising the board and/or angling the board aft.

TRAINING UPDATE FOR 2006 - This year's training activities included a Spring and Summer basic class, a Barstow School day, and activities with Sea Scouts. With some weather luck.

The Spring and Summer classes totaled 54 students, which generated over \$4,000 of income for the club. Many thanks to a great team of instructors: Rick Blowers, Leonard Hock, John Sharp, Irish Spring, and Hal Wood. Since 2001, the club has trained over 350 students. A lot of people who are now active in the racing program came into the club through the classes.

2006 was different in that almost all students came from the website and personal referrals as opposed to boat show contacts. This seems to indicate a growing interest in the sport, and the upcoming America's Cup should give us another publicity boost. Training can always use volunteers for 2007, and we need anyone who knows how to sail a C-Scow to help on the Corporate Day, Friday, Sept. 22nd. Contact Hal Wood: advismgmt@earthlink.net or call 816-765-4418.



Searching from stem to stern - Means searching in a thorough manner throughout the entire ship. The stem is the structural member at the very front of a ship to which planks are fixed, while the stern refers to the back of the ship.

The Cross - I know we have all been in the position of asking our crew or ourselves if we can cross the boats bearing down on us shortly after the start. Do not let yourself be pushed by the fleet on a tack that is a disadvantage to you, cross when you can.

You need to remind yourself that shortly after the start you need to start thinking about crossing

the fleet that is to the windward of you. If you start at least a quarter the way down the line your normal action is to point the boat high and maintain speed to force the windward boats to tack early. You tack once you feel it is clear to tack and cross the windward boats. In most cases this judgment call based on the position and conditions of that race. Know the opposite tack heading use this to determine the cross. Many sailors use tacking lines drawn on the deck to determine the cross.

One item you should always avoid is letting more than 1/2 the fleet tack especially if they cross your bow or stern. Remember unless you find a good reason to continue on this tack, you should cross when you can. Over half the fleet is not always wrong.

After you have completed your first cross you need to reassess the side to protect on your way to the first mark. A good rule to remember is to make your final cross outside the two-boat length circle at the windward mark. This allows you to set up for a proper mark rounding and be ready for other incoming boats.



TRANSJAC - This award, new in 1998, is a race scheduled at the end of the season. The race is a long distance event. The Race Committee will attempt to set a course to circumnavigate the entire lake. This will include the areas known as "A" arm and Ligget cove. The event will be one race and all boats will sail as one handicap fleet. The award is a wooden lighthouse. The winning skipper will also receive an engraved keeper trophy.

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| 1998 - Hope Green - Hobie 14
1999 - Kevin Kuse - C Scow
2000 - Kevin Kuse - C Scow
2001 - Kevin Kuse - C Scow
2002 - Kevin Kuse - C Scow
2003 - Ken Kuse - C Scow
2004 - Ken Kuse - C Scow
2005 - Kevin Kuse - C Scow |
|--|

2006 TRANSJAC October 8th - Don't miss the last racing event of the season! This is a fun event and you get to view most of the beautiful shoreline and scenic vista's of Lake Jacomo. This event normally has a 12-18 boat turnout and let's make this year more of the same.



C SCOW - ANGLE OF HEEL Unlike "abnormal" mono-hulled sailboats, the flat-bottomed C Scow was designed to be sailed at a 20 to 30 degree angle of heel. This does several things. First, it helps round-bowed C Scow cut through the waves when the wind rises. Secondly, the added heel greatly reduces the friction induced by projecting a very small wetted surface area, and increases the waterline length of the boat. Net result = speed! Also, when a bilge-board is placed in the "down" position, it extends from the hull at a 25-degree angle, thus making the bilge-board most effective when the boat heels at 25 degrees. The boards are also "toed-in" a few degrees to provide some extra hydrodynamic lift, which increases the pointing ability upwind.



As shown the boat is sailed at a 20 to 30 degree heel; this reduces wetted surface area and aids the hull to cut through waves. The boat is sailed with the leeward board down and the windward board up. Most always, the boat is sailed with the leeward board down, and the weatherboard up, with the crew

switching board positions during tacks and jibes. Definitely not your average craft! Below is excessive heel and should be avoided.



Oktoberfest after the TRANSJAC - For the last several years we celebrate the nice weather and a successful racing season at Hal Wood's spacious back yard. This year we have been invited back. There will be a fire pit to roast wieners and such. In addition the Club will

provide plenty of Bratwurst, Polish Sausages and all the stuff that goes with them PLUS a keg of beer to boot. We have found some appropriate German Oktoberfest music and plan to celebrate the season!

All you need to do is donate a side dish of some variety, grab your family and a light jacket and head to Hal's house after the race on Sunday, October 8th. Directions will be available via the web page or handed out at the lake when it gets closer to time.

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