



JANUARY 2012

the MAIN Sheet

LEATHERLIPS YACHT CLUB MEMBER NEWS



FROM THE HELM

Commodore Bill McDonald

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I am honored to serve as your Commodore, and I look forward to to the actual Transfer of the Tiller at the banquet. I also look forward to working with the other members of our Board of Governors: Vice Commodore Jim Thomas, Rear Commodore Jack Boyles, Fleet Captain Eric Drobny, Treasurer Kevin Flanagan, Secretary Bruce Cameron, Members-at-Large Mike Clowes and Rick Wohleber, and of course our immediate past Commodore Christie Whitt.

At Docks Out, the hatches were battened down for the winter. But work is still going on. For one thing, the record rainfall we've had the past few months caused the Scioto to rise over the seawall and attempt to float some of our docks away. If you haven't been up to the club you should check out your boat to see how it fared with the rainfall. It won't be long until we open up the hatches again – April 7th is only three months away, and the first official work party will be around March 17th. In the meantime, a lot of work is being done without being called a party. Rear Commodore Jack Boyles has been busy corralling the docks as the rising Scioto tries to float them away, and he's also replaced many of the weathered planks.

The Thistle Fleet has taken charge of the 2012 Winter Banquet - the Awards Banquet for the 2011 Season. The Thistle Fleet Captain, Paul Kreidler, has posted an Invitation with RSVP on Facebook and on the LYC website. And he is sending out snail-mail for those of you who don't use the Internet. It is going to be a great banquet at a scenic venue, on the banks of the Scioto, down at the River Club. Congratulations to the Thistle Fleet for securing such an appropriate venue! Please make the Thistle Fleet's job easier and get your RSVP in.

There will be a raffle, with each fleet donating something of interest to bid on. There will also be The Commodore's Basket.

Last season we had a number of successes, including Sailing Saturdays and monthly Sunday Fleet Days. We are going to continue the Sailing Saturdays in 2012 but we're also going to have a great time getting the "casual" Saturday sailors to come out on Sundays and "get their game on" for racing. Cruising Saturdays is fun and relaxing, but nothing matches the excitement of competing in the Sunday races. The great thing about racing is that there is always someone to compare your skills to: If you aren't competing for a first place finish, you're

CORRECTION To LYC Dues Notice:

"Extra Kayak on Rack Fee" is **\$85.00**, not \$15. Please contact our Treasurer, Bruce Cameron, should you have questions.

bruce@frontlinemarketing.org

**Docks In:
Saturday
March 31**

competing for that second place or third place finish, and so on. And there are skills everywhere along the course, like blanketing the skipper behind you so he has to tack to avoid your bad air, and so on. Here's a pretty good online source for learning some racing basics: http://www.uiowa.edu/~sail/skills/racing_basics/index1.shtml

Reading about racing tactics is one thing, and applying them on the course is another, but if you do one-design racing often enough you will get the hang of it and catch the bug.

I am looking forward to seeing you at the banquet.



Annual Leatherlips Yacht Club Awards Banquet

Saturday, January 28, 2012

**Raffle to Support
Junior Racing!**

Cocktails at 6 p.m. (cash bar),
Sit down dinner at 7 p.m.



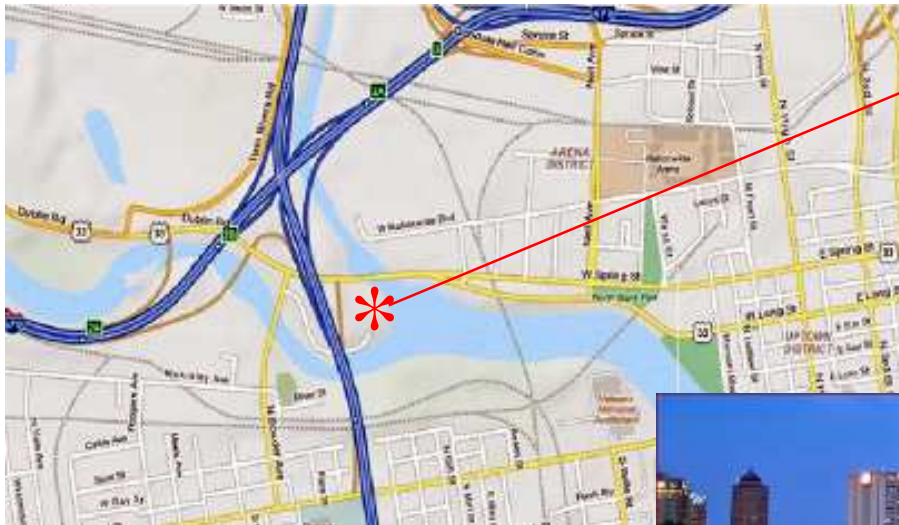
<u>The Food</u>	<u>Quantity</u>	<u>\$25/Meal</u>
<i>Herb Seared Chicken</i> , Pan Seared Chicken with Arti-choke Leek Ragout	_____	_____
<i>Salmon</i> , Salmon Filet with a Tomato Dill Beurre Blanc	_____	_____
Vegan, <i>Portobello Napoleon</i> , Grilled Portobello Mush-room Stacked with Roasted Tomatoes, Baby Spinach, on a Bed of Bulgur Wheat	_____	_____
Total	_____	_____

RSVP – Paul Kreitler & Erin Sherer, 5116 Riverside Dr, Columbus, OH 43220. 488-0604.
Make checks payable to Leatherlips Yacht Club.



The River Club at Confluence Park

679 West Spring St.
Columbus, 43215
Phone (614)-469-0000



View from the restaurant

Help Wanted

Several key committee chairs are open for 2012. Here's your opportunity to play a vital role in the mainstream of club activities. Each of these positions may be supported by committee members, so don't be shy about volunteering. **Please contact Commodore Bill McDonald (614-975-7866, wmcDonald@columbus.rr.com) to gain additional information about the roles, or to inform him of your interest.**

Chair of Racing and Safety: This position will coordinate all activities of the club racing series. These include working establishing training regimen, recruiting and coordinating coaches, coaching, establishing the racing schedule, overseeing race activities and race trips, ensuring that Jr. Racing equipment is well maintained, managing the Jr. Racing budget, and ensuring that all applicable rules and safety regulations are followed.

Chair of Learn to Sail: This position will manage all activities related to the Adult and Junior Sailing Instruction program including hiring individuals to directly manage and coach within each of these programs, establishing schedules, setting curriculum, driving marketing campaigns, ensuring that daily instruction activities are effectively and safely operated, and oversee financial aspects of fees and expenses, including reporting staff payroll hours.

Mark Your Calendars!

LYC Work Parties will be held most weekends in March!

Sponsor an LYC Bench!

Aron Lime is building 4 permanent benches at LYC this spring for his Eagle Scout project. You have the opportunity to sponsor a bench (for your fleet, in memory of a loved one, or for any other reason) and have a plaque mounted on the bench you sponsor for \$250.00 (funds will be used to cover the materials for the benches).

The locations of the benches are: under the Buckeye tree, by the sandbox, to the north of the clubhouse overlooking the water, and by the playground behind the clubhouse. The plaques will be 2"x5". Besides wording, nautical artwork (fleet logo?) is possible. If interested, please contact **Aron at alime@columbus.rr.com**. Checks should be made out to Sea Scout Ship 280.

A Tip from Dick Harmon

I rediscovered an old engraving shop that I used to use but had forgotten about. They were the only ones in town who were able to engrave a 10" silver bowl that I needed to get done.

I had a bowl and two flat plates engraved with names and year, all for under \$13 which worked out to less than \$0.28 per letter. The company is Scholz & Ey on Parsons Ave.

I used to use them because they were the only company in town that could hand engrave extremely large bowls, but even they are no longer able to do those.

ON SALE

**Buy 1
Get 1 Free!**

LYC Polo Shirts



LYC Polo Shirts w/ crest \$15 ea
(get 2 shirts for \$15!)

Most Sizes Available
kkhflanagan@yahoo.com
molly.flanagan601@gmail.com

THANK YOU !!!

One of the great things that we get to experience in a volunteer organization like ours is the reality that everyone has talent. We hear all the time that every person is unique. And we get to see the truth in that belief every year as members share their strengths with each of us through their contributions. The truth is, that only through people's willingness to help, to step up and share what they can do with the rest of us does Leatherlips Yacht Club exist at all.

Although we thank each other during the year when we notice each other's individual contribution, when listed together, we get to realize the collective good that is done by each person just being willing to do whatever they can, when they can. And although the person that picked up litter when they came across it, raked leaves, or smiled at another member or a stranger won't be listed below, your contribution too is appreciated, necessary and important.

"I am only one, but I am one. I cannot do everything, but I can do something. And I will not let what I cannot do interfere with what I can do." Edward Everett Hale

To those that have graciously served over the years and are now leaving their positions, a special thank you for your time, energy, passion and talents. We are all better because of you:

JP Clowes, Nick McMahon, Deb Obert, Bob France, Kevin Tschantz

Because each contribution adds to the whole, the following are in no particular order. Each was necessary to make us who we are as a club. We thank the following members for choosing to share their time and talent with the rest of us:

Bob France – Jr. Racing Coach & Race Safety

Nick McMahon – Fleet Captain, Grounds

John Lawmon – Boat Repair

Rick Wohleber – Boat Repair

Mike Carr – LYC Website

Dave Seifert – Engineering, Construction

Dave & Shelia Seifert – Recycling Program

Jackie Herkowitz – Goose Patrol

Steve Moore – Electrical Projects

Kevin Tschantz – Learn To Sail

The entire Learn to Sail Staff

Gary & Jan Savage – Co Interlake Fleet Captains

Molly Flanagan – Marketing & Club Promotion

Bob Albright – Leatherlips Indian Donation

Mayer Acoustics – loan of scaffolding to paint beams

Bill McDonald – Porch Beams

Christie Whitt – Commodore, Photographer, Mainsheet Editor

Paul Kreitler – Thistle Fleet Captain & Nationally Recognized Fleet Growth

Jack Boyles – Daysailor Fleet Captain, Photographer, Sailing Saturday

JP Clowes – Commodore

Deb Obert – Secretary

Mike Young – Sailing Saturday

Scott Graham – Construction

Dave White – Construction

Jim Thomas – Construction

Bruce Cameron – Kayaktastic!

Jose & Kathy Isern – Kayak Dock

Kathy Muenz – Club History

Joe McHenry – Club Boats

"Service to others is the rent you pay for your room here on earth." Mohammed Ali

Molly & Kevin Flanagan – Representation at US Sailing Conference, Marketing

Kevin Flanagan – Treasurer

Eric Brandt – Lightning Fleet Captain

Blaise Pierson – Boat Donation

Past and Present Board of Governors

Jackie Herkowitz – Lido Fleet Captain

Dick Harmon – Comet Fleet Captain

Mike Mirarchi – Boat Donation

Club Kitty – Voluntary Relocation

These people serve as a call to action for the coming year. And pose the questions we need to ask ourselves.

What do I like to do?

What can I offer?

How can I help?

“If you think you are too small to be effective, you have never been in bed with a mosquito.”

Betty Reese



Lido Fleet 57 News

by Jackie Herkowitz

Minton Lido Regatta Results

The Minton Lido Regatta, sailed on Saturday, September 17. consisted of a three race series officiated by JP Clowes, Jack Boyles, Bob Albright and Sheila Seifert. First, second, and third place skippers received watertight bags labeled with **2011 Minton Regatta**.

Following the race, Kathy Muenz prepared a delicious “Low Country Boil” consisting of shrimp, potatoes, corn, and Kielbasa. She poured the food out on a white paper-covered picnic table on the porch and we had a feast! Jackie supplied coleslaw. Trish supplied brownies and Jill supplied beer. A great time was had by all.



Mike Bankiewicz & Pete Polites take 1st Place

Photos Kathy Muenz

Skipper/Crew	1	2	3	Place
5139 Pete Polites/Mike Bankiewicz	3	5	1	1
5022 Nick McMahon/Lynne McMahon	5	2	2	2
3392 Steve Moore/	2	3	4	3
3692 Jackie Herkowitz/Trish Cadwallader	1	6	3	4
4205 Kathy Muenz/Jill McCaughan	6	4	5	5
3690 Judy Harmon/Jamie Chau	4	1	dnc	6



Steve Moore, Lynn McMahon, Jackie Herkowitz, Jill McCaughan, Trish Cadwallader, Nick McMahon



Ranger John Wargo, Guest Speaker

An evening of exhilarating ice sailing suddenly chilled when ACSA member John Wargo's DN ice sailboat broke through thin ice, plunging him into the frigid reservoir. John was in the water about 25 minutes, using his own training to survive while he repeatedly broke through the ice trying to climb out and make his way back to shore. Two years later, he returns to tell his story to Sea Scout Ship 280 and Dublin Boy Scout Troop 185, in the hopes that, in true Scouting spirit, they will "Be Prepared" in the event they ever encounter this situation.



Ranger Wargo explains the 1-10-1 Rule of Cold Water Survival.

Boy Scout Nick demonstrates proper clothing and safety equipment to avoid Hypothermia



Boy Scout Pete plunges his hands into ice water to demonstrate Cold Incapacitation.



A simple throw bag with rescue line, thrown by 75 year-old Paul Cunningham, did the trick.

1 – Cold Shock. An initial deep and sudden Gasp followed by hyperventilation that can be as much as 600-1000% greater than normal breathing. You must keep your airway clear or run the risk of drowning. Cold Shock will pass in about **1 minute**. During that time concentrate on avoiding panic and getting control of your breathing. **Wearing a lifejacket during this phase is critically important to keep you afloat and breathing.**

10 – Cold Incapacitation. Over approximately the next **10 minutes** you will lose the effective use of your fingers, arms and legs for any meaningful movement. Concentrate on self rescue initially, and if that isn't possible, prepare to have a way to keep your airway clear to wait for self rescue. **Swim failure will occur within these critical minutes and if you are in the water without a lifejacket, drowning will likely occur.**

1 – HYPOTHERMIA. Even in ice water it could take approximately **1 hour** before becoming unconscious due to Hypothermia. If you understand the aspects of hypothermia, techniques of how to delay it, self rescue and calling for help, **your chances of survival and rescue will be dramatically increased**

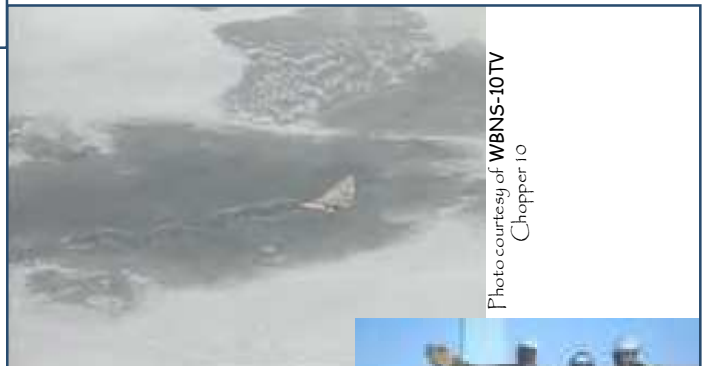


Photo courtesy of WBNS-10TV Chopper 10

The 1-10-1 Rule of Cold Water Survival can dramatically increase your chances of rescue and survival.



HOW TO BECOME A “FAST” GUY

Submitted by
John Lawmon

Written by Bob Szczepanski and illustrated by Jim Linville. First published in the Winter issue of the AMYA’s “Model Yachting” magazine. (WWW.THEAMYA.ORG) Both Bob and Jim have been kind enough to give us permission to publish three of their articles in successive issues of the Mainsheet to help promote the sport and art of Radio Control Sailing.

Sail Power

Performance sail trim is a science to some skippers and magic to others. This fact is demonstrated every race day. Whether you sail a, Soling, Victoria or another AMYA class, one design boats with similar sails should be equal, yet vast speed and pointing differences are apparent. The “slow” guys are told to copy how the “fast” guys trim their sails and set up their boats. They are also told to write down settings, count turnbuckle turns and make measurements to form a compendium of known “good” trim settings. This daunting advice is why most of the “slow” guys stay “slow” guys. A much better approach to becoming a “fast” guy is to develop and build on a basic understanding of how sails generate power, to move the boat, and how managing that power translates into sail trim. It is far better to think of sail trim as an exercise in managing power and not in terms of “pulling strings” or repeating settings.

Implications of camber

The foundation of sail trim is understanding the implications of camber and sail power. Easing the foot outhaul, on mains or jibs, increases camber and powers up the sail. Tensioning the foot outhaul reduces camber and depowers the sail. In addition to being a tool for managing the power a sail can generate, camber also determines how high the jib can be sailed going to windward. What this means is flat sails will point higher than fuller sails given the same jib boom angle. This also means that fuller sails need to be sheeted in more to enable higher pointing.

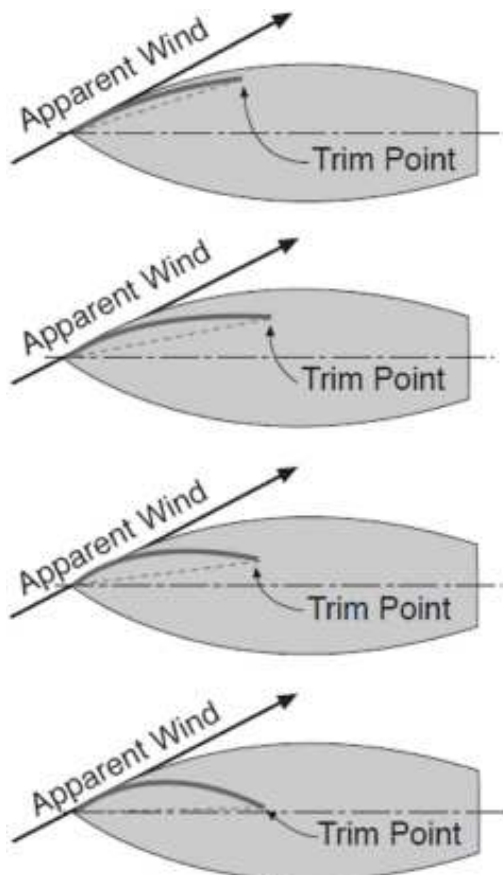


Figure 1. The apparent wind angle is the same on all four boats. To achieve this, the jib boom angle relative to the boat centerline must be decreased as camber is increased.

Most everyone knows sheeting in more will improve pointing, but in fact, an alternate way, to improve pointing, is to flatten the sail. See Figures 1 and 2.

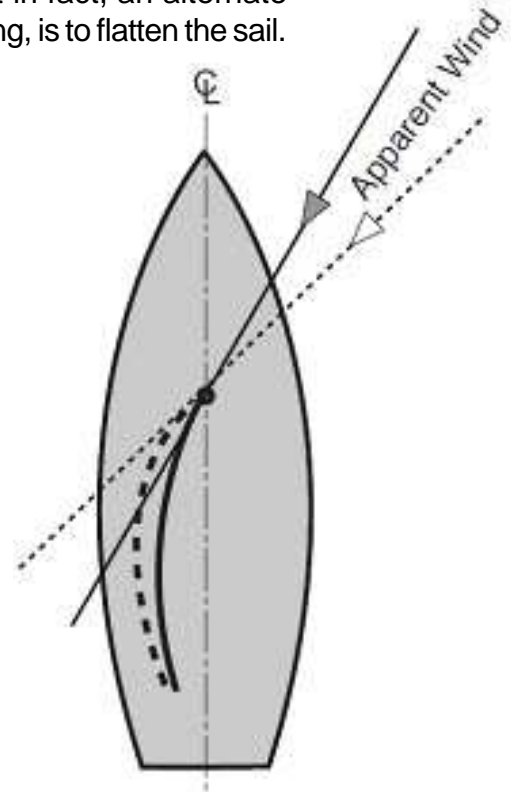


Figure 2. This figure shows that maintaining the same boom angle while decreasing camber will allow the boat to be sailed closer to the wind.

Trimming for helm balance

“Fast” guy’s boats are set up to be easy to sail to windward. They go fast, point high and require only minimum rudder movements. They accomplish this by effectively managing the power generated in the jib and mainsail. If the boat requires lots of rudder to avoid rounding up into the wind, you have too much weather helm and it is telling you to power up the jib and/or de-power the main. If the boat wants to head down, or has no “feel”, it has too little weather helm (or too much lee helm), and it is telling you to power up the main and/or depower the jib. If you cannot get the boat to balance (be easy to sail to windward) by managing power, your mast rake needs changing - rake back equals more weather helm (power aft), rake forward equals less weather helm (power forward).

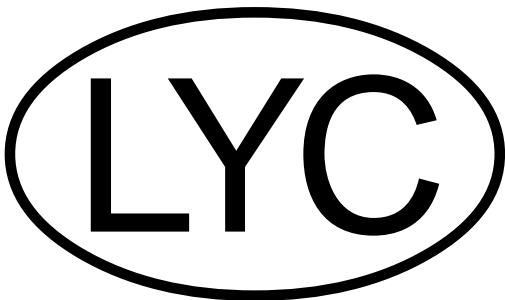
Understanding twist

We now know camber is one tool to manage power and understanding the dynamics of twist is another. Jib twist is controlled on most model yachts by using a topping lift on the jib boom. Mainsail twist is determined by vang tension and mast bend. Reducing twist increases power, while increasing twist reduces power. The jib can be powered up by easing the topping lift, which lowers the jib boom and decreases twist. It is depowered by tensioning the topping lift, which raises the jib boom and increases twist. Twist, in conjunction with camber changes, are the tools to manage jib power. Nominal jib twist, for the wind speed, is achieved when the upper and lower jib telltales flutter in unison. For jibs without tell tales, nominal twist can be tested by slowly heading into the wind. The jib should begin to luff simultaneously and evenly from head to foot. Too much twist is indicated when the top portion of the jib luffs first. Too little is indicated when the lower portion of the jib luffs first.

Mast bend is the more responsive tool to manage mainsail twist and power. Tensioning the backstay quickly increases twist and decreases power by flattening (reducing camber) of the entire sail, while allowing the leech to twist off. Vang tension can then be used to fine-tune the twist. Power is increased by increasing vang tension, which reduces twist; power is decreased by easing vang tension, which increases twist. Combined with outhaul (foot camber) adjustments, mainsail power can be managed. It is better to trim for more power in the main than for too little power, but not to the point of causing excessive weather helm. A mainsail cannot tell you when it has too little camber, but it provides a clear indication of too much. If the main is back winded near the luff, and is fully sheeted in, it is telling you that it has too much camber for the conditions. Reducing foot camber (and perhaps bending the mast) is needed to flatten the sail.

“FAST” GUYS

“Fast” guys may not think that when they are making trim changes, or setting up their boats, that they are really managing power, but that’s exactly what they are doing. While there is many more nuances to managing power, if “slow” guys understand and use these basic tools, they can be well on their way to becoming “fast” guys.



LYC bumper stickers now available
from Kevin Flanagan, \$5 ea.

*Can you feel the wind?
Can you hear the snap as your sail fills?
No phone. No email. No work.
Just you, the water, the wind, the boat.
Just sail away.*

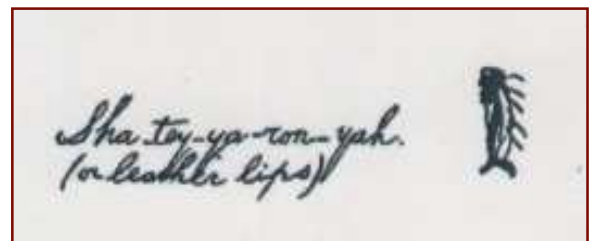
On the evening of June 1, 1810, six Wyandottes arrived at the Black Horse Tavern in Dublin, which was owned by the Sells family and who were good friends with Chief Leatherlips. The six Indians were looking for old Shateyaronyah, known by the locals as Chief Leather Lips. They called him that because when his word was given, it could be trusted – his words were as strong as leather. The next day, Benjamin Sells told his brother, John, about the inquiry. Being concerned, he immediately went to the camp of his old friend and found him bound with thin roping and surrounded by the Indians. They were conducting a trial. The six Indians were supposedly the men who suffered from Leather Lips witchcraft. As Sells became more aware of the charges, it became even more clear that these charges were false and more of superstition. Sells was not aware of Tecumseh's plotting of Leatherlips' demise. He tried to convince other frontiersmen present to free the old chief from this mockery, but they refused to join in, fearing a reprisal from the northern tribes if they interfered with the council. Sells then proposed buying the Chiefs freedom by giving the leader his prize horse in exchange for the chiefs release, but was rejected. Despite negotiations, the efforts to free the old chief failed.

At his wigwam, Leatherlips ate his last meal of dried deer meat, washed, and then changed into his best apparel and painted his face. His appearance was graceful and commanding. The witnesses later agreed, "*He accepted his fate with great dignity.*" The only Indian from Leatherlips' tribe at the mock trial and execution was a hunter, who was at the campsite when Roundhead, the leader and the other warriors arrived. When the hour of execution came, the old Chief silently shook hands with the spectators. Then, leaving their guns behind, the white men followed the Indians as they took the Chief several hundred feet from his camp to a clearing that had been made for the execution. The shallow gravesite was located where a tree had previously been blown over, which had left a cavity in the ground. As they slowly walked, Chief Leatherlips sang out the chant of the death song in a voice of strength. William Sells' brothers who were at the trial and execution were

John, Peter, Benjamin, and Samuel. Other witnesses were friends Elias Lewis (lay preacher of the early Methodist Church) and Joseph Thompson, who was a loyal friend of the

Wyandottes. When the group arrived at the site, Leatherlips knelt down and prayed. Following one last attempt by the white men to spare the Chief, one of the warriors drew a tomahawk from his belt and struck him. Each of the other warriors took their turn striking the Chief. When it was clear that he was dead, the warriors quickly covered the body and then departed. In recounting this tragic day, Elias Lewis was told, "*Leatherlips said, If I have to die I have one request. I want to have my friend, the white man, with me.*" *Leatherlips stood right beside the grave and the Indians formed a circle all around and danced this dance of death. The hardest thing I ever did was to see that good man put to death.*"

After the determined group of warriors carried out a mock trial and subsequent murder, a trusted friend, Joseph Thompson, gathered up rocks and covered the exposed grave of Leatherlips, providing suitable protection for the remains. In time, he purchased the land, and for over 50 years, his family protected the site and kept it from desecration. Members of the tribe mourned the loss of their beloved Chief for years, visiting the sacred gravesite many times. The Thompsons stayed in contact with the Indians well into the 1830s and 1840s, allowing them to camp in the woods along the Scioto River (now Riverside Drive and Bright Road). Large groves of maple trees made for great sugar making, and Joseph would often help with collecting and boiling sap.



Chief Leatherlip's signature

Though relocated to western lands, the Wyandotte Indians and their Chief were not forgotten. On Sept. 18, 1887, Joseph Thompson's son, Colonel Sam Thompson, helped form the Wyandotte Club. They were a group of wealthy gentlemen with historical interests and met once a year. The meetings were held in Wyandotte Grove, along the Scioto River, a spot favored by Chief Tarhe, the other Wyandotte that signed the Treaty of Greenville. During their first meeting, Thompson appointed a committee to procure a proper grave marker for Chief Leatherlips resting place. In 1889, the committee purchased the one acre tract where Leatherlips was buried and built a substantial rock wall around the monument. It is located at the Franklin and Delaware County lines, on the east side of the Scioto River. Corner of Stratford Avenue and Riverside Drive.


ANOTHER SUCCESSFUL RECYCLING SEASON


Thanks to the cooperation of the sailors at Leatherlips, during the summer of 2011 we collected approximately 172 cubic feet of recycling (enough to fill our dumpster 80% full). Much of this was aluminum cans which were given to the Shriners to support their burn hospitals. This total is up from the previous year's 137 cubic feet. Good job everyone! We'll be continuing our efforts in 2012. Think green!


Dave & Sheila Seifert



Please welcome these new Members!

Blaise and Canace Pierson, Active Membership, Rbsails@aol.com, 941-518-8815 
Rbsails@aol.com, Blaise and Candace have just moved here from Florida and are avid sailors.

 Jason Gallion/Angela, Associate Membership. Worthington, OH 43085, no email given

 Eric & Kim Montgomery, Associate Membership. Dublin, OH 43016
 N214EM@aol.com



LYC tack pins, \$5 ea.

Contact Kathy Muenz

kbmuenz@columbus.rr.com

Support LYC!

Register your Kroger Plus Card
 at www.krogercommunityrewards.com
 (our Group Number is **83393**)

OR

print this page & have your Kroger cashier scan
 this bar code. Registration is good for 1 year.



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Leatherlips
 is now on
FACEBOOK!

LYC MAINSheet

Christie Whitt, Editor

christiewhitt@aol.com

Visit us at: www.leatherlips.com