Not all yachts are sailboats so it is about time the club change its name to accurately say what we are. We are a sailing club. I don’t actually propose to change the name of the club; I just want to remind members that we are a sailing club. It is clearly stated at the top of page 2 in section D of the CYC handbook that; “Club facilities are strictly limited to use by sailboats.” This has been interpreted to mean that the use of any other type of watercraft is permitted when it is used to support sailing activities. Motor boats are permitted for use by the race committees to set marks and conduct the races, by Sail Camp instructors to insure safety and coach the sailors. Motor boats are not permitted to launch or dock for purposes other than supporting racing, such as fishing, water skiing, wakeboarding or joy riding. Similarly; canoes, row boats, kayaks, and the like can be used as tenders to get to and from moored sailboats, not for just cruising the coves and crossing the lake. And if you want to row a shell, join the Oak Ridge or Knoxville Rowing Club.

The purpose of the club is also detailed in the first section of the property lease we have with Knox county. The lease states that the land is, “for the purpose of developing and maintaining therein for the use of the general public, a recreational areas for sailing of sailboats and the promotion and cultivation of public recreation through sailing and the training in sailing, seamanship and related recreational activities, and for no other purpose.” (italics mine). The lease further reinforces this restriction in section 5, “Uses Prohibited”, in which it states that we shall not use or permit the property or any part of the property to be used for any purpose other than the purpose for which the property was leased. That purpose being sailing. I don’t know how vigilant the county is or that many of the county officials even know the details of the lease, but if someone were intent on getting the lease terminated, violation of the lease provisions by CYC would be the first place they would start.

We are so fortunate to have a lease on this piece of lake shore for only a thousand dollars a year. I do not want to do anything that jeopardizes our continued occupancy by violating the terms of our lease.
Labor Day

Sunday
September 5th

Social Hour
6pm

Dinner
7pm

Catered by:
Texas Road House

Racing 1pm

Cost:
$15 Adults
$5 Children - 10 & under

Music

BBQ Chicken Breasts & Pork Ribs, Baked Potatoes, Sweet Potatoes, Mac & Cheese, Steamed Veggies, Salad, Rolls, & Beverages.

Member Families BRING an APPETIZER OR DESSERT to share!

Reservation Deadline: Wednesday, September 1st
Cancellations MUST be made 24 hours of the event.
Just a reminder of upcoming projects about to get underway; the West Dock Renovation will begin sometime after Labor Day. Over the course of several weeks we will be moving boats in and out of the slips as they rebuild the dock. If you don’t want them to move your boat, then I need to know that before Labor Day. If you elect to move your own boat, I will do my best to provide at least 24 hours notice of it needing to be moved, but since construction is often iffy and things happen, I cannot guarantee more than a few hours notice.

Another project is revamping the club house lock system. Currently a member must remember to lock the club house; we are changing the locks to automatically lock after the door is open. Hopefully this will help control access to the clubhouse. On average the clubhouse is currently left unlocked more than 50% of the time. So remember to bring your keys along on your next visit.

As fall starts I have several projects that will need to be done, so if you are in need of work hours, or just plain board, give me a call and we can find a project just for you. In October we will have a Saturday work party, not sure of the date yet.

Ross Ramsey
406-3091 or volav@comcast.net

The CYC Library, located in the lobby of the clubhouse, is open every Sunday from 12:15 p.m. to 1:15 p.m. Items may be checked out for two weeks. To return library items when the library is not open, place the items in the book return box under the table near the phone.

Copies of the current and past Practical Sailor magazines are available in a 3-ring binder to the left of the fireplace. They are on the open shelving and are available to read 24/7. Original issues are only available during library hours.

May Practical Sailor features: bosun chairs, inflatable boat paints, thirst quenchers, mildew fighters, and Cobra hand held radio/cell phone.

July Practical Sailor features: electrical wire corrosion tests, on-line Captain’s license schools, summer reading suggestions, antifouling paint for props, and boating sandals/footwear for women.

Earn one work hour for each library duty worked. Interested in volunteering for library duty? Contact...

Library Schedule:

| August 1st: | Valone, D |
| August 8th: | Johnson, J |
| August 15th: | Johnson, J |
| August 22nd: | Johnson, J |
| August 29th: | Johnson, J |

Ross Ramsey
406-3091 or volav@comcast.net
Hiking 101

Sailing a dinghy, especially a Laser, calls for a fair amount of agility, strength, and endurance. Without a doubt, all these qualities are demonstrated whenever a dinghy sailor is hiking out. *Hiking out* refers to when the sailor leans out of the boat, using his or her body to counteract the heeling forces of the sails and centerboard.

Described as *pseudo-static*¹ and *quasi-isometric*², hiking out is neither still nor moving but rather a bit of both - while the lower body is still, the upper body makes constant micro-movements in response to changes in wind velocity. That said, the more efficient the sailor is at hiking out, the faster and more dynamic his or her boat will sail. This article features both straight leg and bent knee hiking on the Laser sailboat, including suggestions on how to maximize the performance of each.

### Straight Leg Hiking

Physically and tactically speaking, the most efficient style of hiking is that done with straight legs. According to Laser champion Dick Tillman³, in straight leg hiking the legs are fully straight and parallel to the water with the pressure distributed equally between calves and thighs. To achieve this position, the knees must **fully** extend, which allows the quadriceps and other muscles and ligaments surrounding the knee to engage. This muscular action produces a powerful locking mechanism that actually serves to protect the knee joint.

For efficiency’s sake, when straight leg hiking the thighs should sit as far out on the rail as possible so that the dairy aire remains high and dry. The legs should also be fully engaged all the way down through the feet (think to yourself, *my legs are breathing pieces of steel!*). With knees fully extended and instep of the foot hooked under the toe strap, an efficient, secure foundation is present upon which the upper body fine tunes with its micro-movements, flexing and rotating in conversation with the wind.

Hiking out with the legs straight is smoother, more effective, and safer for your knees. It also requires great strength in the quadriceps and surrounding thigh muscles. But practice makes perfect - every time you correctly hike out, you actively gain strength and improve your capacity for performance!

### Bent Knee Hiking, the Black Sheep

Bent knee hiking, on the other hand, is driven more by the hip flexors, powerful muscles located on the front of the body at hip-level. This less-efficient style droops the dairy aire and puts more pressure on the tops of the feet as they often remain hooked while the legs luff about like Raggedy Anne. As could be expected, this lack of muscular engagement subjects the knees to torque and excessive joint forces.

The bent knee style, however, is also a necessary evil, as one must bend one’s knees to transition on and off the rail. Bent knee hiking is also instrumental when the wind is too light for straight leg hiking. So what’s a sea dog to do? In instances when the knees are bent, this trainer suggests simultaneously flexing the feet against the toe straps. Doing so activates the lower leg and hamstring muscles, therefore providing some level of protection for the knees.

(Continued on page 5)
It’s not all heart that drives the fiberglass beast

Vis-à-vis diet or genetics, body mass has been shown to play a significant role in a sailor’s ability to hike out efficiently. Much to this writer’s 120-pound chagrin, one 2006 study determined that those with a higher body mass, i.e. larger sailors, have the capacity for better hiking performance.

But all is not lost, mini mariners of the world, because this same study also found knee extensors and quadriceps strength as two other significant indicators of maximum performance hiking out. Albeit less significant than having a higher body mass, stronger sailors also have the capacity for better hiking performance. So if you don’t weigh as much, beat them by lasting twice as long!

Designed to maximize the hiking out performance of sailors both large and/or strong, check out the following strengthening exercises. Adapted from the historical Pilates repertoire, all you’ll need is a little space and an exercise mat. And as always, if you have any questions, I am only an email away (schonagen@mac.com).

In the meantime, stay cool, get stronger, hike harder, and enjoy the sail!

Cited


Fleet donation drive!

A Laser training fleet will prove invaluable to CYC’s continued growth and prosperity. In fact, we’ve already had several inquiries (member and non) about the Laser fleet and Wednesday night racing, but as of yet we’ve no Lasers to accommodate any of the requests. Therefore, if you know of a lonely Laser, please consider making her a tax-deductible donation to create our Laser training fleet. So long as she floats, we have a variety of parts and sails, and Randy has even volunteered to glass a mast step if necessary. Thanks for your consideration and your support in our fleet’s fledgling year! For more information, please contact fleet captain Elizabeth Schonagen at schonagen@mac.com.
This year at the club there’s been several rules issues come up, just like every year. They involve the smallest and biggest boats at the club, on the water and off the water situations, and sailors of all experience levels. We’ve also had people previously interested only in casual sailing starting to race. While that’s great, the rules can be overwhelming and discouraging at first (I remember being 10 years old and getting very confused when older kids would hail ‘mast abeam’ and ‘proper course’ at me).

I thought some people may enjoy a few good resources on the Racing Rules of Sailing that are useful for people of all skill levels.

**Beginning Racers**
ISAF has a nice little primer on sailing rules and basic terms. I’ve copied the text, but the original may be found here: http://www.sailing.org/tools/documents/IntroductoryRacingRules_V1.1-%5B5178%5D.pdf

Some Explanations
*Windward and Leeward*: The *leeward* side of your boat is the side where your mainsail lies. The *windward* side is the other side.

*Port and Starboard tack*: You are on port or starboard tack according to your windward side.

**Basic Rules**
1. You must comply with the principles of good sportsmanship.
2. You must try not to collide with another boat.

**Rules When Boats Meet**
3. When you and the other boat are on opposite tacks, if you are on port tack you must avoid the boat on starboard tack.
4. When you and the other boat are on the same tack, you must avoid the other boat
   (a) if she is in front of you, or
   (b) if she is on your *leeward* side.
5. After starting, when you and the other boat approach a mark or an object that both boats need to avoid, and the other boat is between you and the mark or other object,
   you must give her sufficient space to pass it safely on the same side. However, when the boats are on opposite tacks at a windward mark, this rule does not apply.
6. When the other boat is required to avoid you, if you change course, you must give the other boat an adequate opportunity to avoid you.

**Other Rules**
7. At the starting signal you must be behind the starting line.
8. After the starting signal, you must sail the course described by the race organizers.
9. You must not touch a mark of the course.
10. If you think a boat broke a rule you should file a protest once on shore.

The RRS, currently in 2009-2012 form, are used by all US Sailing sanctioned events. These are the ‘laws’ governing sailing events. It’s good to read up on them, but can be difficult to develop scenarios from only the rules. Information on the rules can be found here: [http://raceadmin.ussailing.org/Rules.htm](http://raceadmin.ussailing.org/Rules.htm)

**US Sailing Book of Appeals**
US Sailing has an appeals committee to handle appeals and publish interpretations in the rules. Luckily, our sport has been around long enough that almost every situation you can imagine has been dealt with before. This is the first place to look if you have a question about a situation and it can be downloaded by US Sailing members here:

(Continued on page 7)
The US Sailing Appeals Book often references Cases. These cases are interpretations of ISAF, the international sailing authority. Reading this book and the Appeals Book is the best way to understand the interpretations and implications of the rules on the water. You can download the most recent Case Book here: http://www.sailing.org/9506.php

ISAF Case Book

1st Vice Commodore
Brad Russell
bradarussell@gmail.com or (704) 779-9377

Introduction to Sailboat Racing
A One Day Program

The CYC Keelboat Fleet would like to conduct a one day program designed to introduce Non-Racer members of CYC to the sport of Sailboat Racing. The program will consist of both classroom instructions and on-the-water racing, thus, introducing the participants to the basics of sailboat racing. The intent of the course is not to make any participant a skilled racer, but to provide a sufficient racing orientation and actual racing experience to allow them to determine future interest in the racing aspect of sailing.

Classroom Instructions and discussions will be conducted by skippers of the Club’s Keelboat Fleet. This portion of the program will cover some of the basics in the following areas of racing:

- Handicap vs. One Design racing
- Basic Rules of Racing
- How to Start a Race
- Some Basic Race Strategy
- Some Basic Race Course Considerations

The On-the-Water portion of the program will have participants skipper a keelboat in actual races. Each participant will be assigned a keelboat, an experience keelboat skipper/trainer, and sufficient crew to allow him to successfully race his assigned keelboat. The experienced keelboat skipper/trainer will coach the participant through all aspects of a sailboat race, from start to finish.

Following the on-the-water portion of the program a drink and snack gathering will take place, where participants and instructors can mull over the events of the day (what went well, what didn’t go so well, what could be done differently, what was fun and what was not).

Program Cost: $0.00
Program Duration: Approximately 8 Hrs (1 day)
Program Date: To be announced

Participant Requirements:
- CYC Member
- A Non-Racer (have not previously been involved in racing)
- Knows how to sail (can handle the basics of sailing a boat)
- Genuine interest in learning about sailboat racing

Members interested in participating in this event, please contact Johnny Ballatin at (423) 884-2442 or jjb110@tds.net. An event date will be established and communicated once a sufficient member response has been received to our program invitation.
The 18th Annual Sail Camp at Concord Yacht Club was a great success. Like last year, we reduced camp to three weeks in June and anticipated about 80 to 85 campers. This year's final count came to 91! The last week of camp we had a full Opti fleet. We were excited to see so many young sailors, and hear many of them beg their parents to come back next year!

One parent of a new sailor from week two called us back in week three to report her son enjoyed camp so much (he was JY15 beginner) that she was able to find a used sailboat for the family and they are working on fixing it up and will sail more this summer!

Another family stayed after the Awards Ceremony to talk about joining CYC. They are an avid motor boat family, but their boys really responded to sailing at CYC. The father commented he lived in Savannah, GA & had sailed there as a kid. He & his wife liked the "lack of white tablecloth" version of our yacht club, the welcome and comfort they felt at CYC.

Sixty-four of the ninety-one campers were NOT CYC members! That means (at least) one hundred and twenty-eight new contacts in our community. The friendly atmosphere, open gate & availability of CYC members to meet and talk with these folks during Sail Camp provides a great community outreach for our club.

Twenty-one staff members worked hard to make Sail Camp 2010 a success under the leadership of the new Head Instructor, Doug Toney. Doug grew up through Sail Camp, and is passionate about its success and continuance. Of our nine instructors, seven were newly certified. We had nine Teaching Assistants helping teach and keep our campers safe and happy. Three of the TA's requested service hour credit rather than an honorarium for their work. All Instructors and Teaching Assistants worked hard & long over the hot days of camp and deserve praise for a job well done.

Many CYC members reflect the true Tennessee "Volunteer spirit" that made this unique camp a reality. One good example - when a safety boat became inoperable in the first week of camp, four members responded with potential boats or motors to keep Sail Camp going. Our Commodore, Eric Nicholls built a sunfish rudder storage rack to keep the training fleet barn organized & safer. Chuck Flett refurbished two sunfish daggerboards prior to camp. Betty Nicholls offered to help in the hectic mornings and she provided invaluable staff & organizational support.

I will post a list in next month’s Luff Letter recognizing all the individuals. We cannot thank you enough for all your support. Sail Camp is making great memories for youths and creating future sailors.

Until next report...
The Paddle for Clean Water is a 4-mile paddle for people of all ages and skill levels, followed by “PaddleFest” at Sequoyah Park with live music, games, prizes, and an exhibition tent with activities, goodies and information from local outdoor sports groups, businesses, non-profits and more. People without their own canoes and kayaks can participate.

Join FLLA at Sequoyah Park on August 28, 2010 for the 4th-Annual Paddle for Clean Water! Registration will be from 9-9:45 a.m., at which time a shuttle will carry paddlers from Sequoyah to Ned McWherter Park to put in. The 4-mile paddle through downtown and by some of Knoxville’s most beautiful homes is ideal for all skill levels, and makes a great first-time course for newbies.

Following the paddle, we’ll be hosting PaddleFest from 11 a.m. – 3 p.m. in Sequoyah Park, a great opportunities for paddlers to relax after the paddle and for families to come out and enjoy live music, games and more in the park on a beautiful Saturday afternoon.

Send in the attached registration form (on page #10) with the $25 registration fee to take part in this great event (t-shirt and goodie bag included), or visit either Knoxville location of Blue Ridge Mountain Sports! Please call 865-523-3800 or email info@flake.org with any questions.

See you there!
The Fort Loudoun Lake Association's
2010 Paddle for Clean Water
Registration Form

Saturday, August 28 2010
10 a.m.-3 p.m. at Sequoyah Park

Name (or names, if registering as a team):

Total number of paddlers:

Need boat(s)? Y ___ N ___
Need life vest(s)? Y ___ N ___

T-Shirt Size (s)

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Address:

Phone: ___________________________ Email:

Registration fee is $25 per person, or $20 per person for groups of 6 or more. Deadline to register is August 20.

Method of Payment (circle one): Check / Credit Card — Make checks payable to "Fort Loudoun Lake Association"

Credit Card Information

Name on Card:

Card Type: Visa / MasterCard / AmEx / Discover

Card Number: ___________________________ Verification Code: ___________________________

Amount: ___________________________ Signature: ___________________________

I wish to participate in the Paddle for Clean Water sponsored by the Fort Loudoun Lake Association. I affirm that I am in good health and am physically able to participate in this program. I understand that there is potential for personal injury and property damage that may result from my participation in these programs and expressly assume all risks and liability from personal injury, death and loss of property that may arise from my participation.

In consideration of being allowed to participate in the Paddle for Clean Water and related activities, on behalf of myself, my heirs, executors, and administrators, I hereby release and discharge the Fort Loudoun Lake Association and their representatives, agents and employees from any and all liability for any and all claims, demands, losses or damages for any loss, property damage or personal injury including death, that I may suffer while participating in this program.

__________
Adult

Minor (under age 18 years)

__________
__________
Parent of Legal Guardian (required for minor)

(if registering as a team, please copy and include a waiver for each team member)

Send form to: Fort Loudoun Lake Association
956 Volunteer Landing Lane, Knoxville, TN 37915
865-523-3800 info@fllake.org www.FLLake.org

or take to either Knoxville location of Blue Ridge Mountain Sports
Secretary's Report

June New Members

Robert & Leslie James
Children: Eva, Frances & Nora
Sailing: Completed Keelboat Class
Previous Sailing Affiliation: None
Interest: Cruising & Day Sailing

David & Elizabeth McCord
Children: Joseph
Sailing: Completed Keelboat Class
Previous Sailing Affiliation: None
Interest: Cruising & Day Sailing

Jock McLerran & Kandi Brown
Children: Scout McLerran
Sailing: No boat at present
Previous Sailing Affiliations: None
Interest: Day Sailing

Sandor & Marta Nagy
Children: Barbara & Peter
Sailing: Hunter 21.6
Previous Sailing Affiliations: Hunter 21.6
Interest: Racing, Cruising, Day Sailing

Brian & Tara Nicholson
Children: Noah & Lillian
Sailing: No boat at present
Previous Sailing Affiliations: Brian’s Parents were members of CYC
Interest: Racing, Cruising, Day Sailing

Chester & Amy Ramsey
Children: Gavin, Natalie, Aidan, & Ava
Sailing: Corsair F-27
Previous Sailing Affiliations: None
Interest: Racing, Cruising, Day Sailing

July New Members

Michael & Lisa Casalena
Children: Heather & Ashley
Sailing: Pearson 27
Previous Sailing Affiliation: Lake Waccamaw Sailing Club
Interest: Cruising & Day Sailing

Charles & Chris Kite
Grown Children: Julie Kirkpatrick, Jeanne Nix, Sean Kite, Jennifer Kite, & Stephanie Kite
Sailing: Hunter 23.5
Previous Sailing Affiliation: None
Interest: Day Sailing

June Status Changes

Bob & Mary Hunt – Senior Status

Resignations

June & July - None

Current Membership Count: 219
Active - 182, Senior - 17, Associate - 2, Student - 7, Honorary - 11
Membership Openings: 29 Inactive - 27

Next Board Meeting: Tuesday, August 10th - 7pm
Boats for Sale

1984 Hunter 22'
- Swing Keel
- 9.9 hp 2002 Honda 4 Stroke outboard (less than 20 hrs)
- Standard Jib & Main - Good Condition
- 150 Jib - Excellent Condition
- Cock-Pit Cushions
- Depth Finder w/Speedometer
This is a nice boat; priced to sell!

CYC West Dock, Slip #16
$4,400.00  $3,883.00
Randy Trudell
Call 675-7683 or Cell 679-5593

REduced
Hunter 28.5'
- Yanmar Diesel
- Wheel
- Roller Furling
- Bimini
- Marine Head
- Wind Speed/Dir & Depth
- VHF
- Stereo
- 2 sinks, Press water etc.

Cal 25 MkII
$6000
Dove's Dock, Slip #9
Call Paul Traccarella
(865) 803 5749