



Flag Notes- Dog Days of Summer



As of July 3rd, we are officially in the dog days of summer, lasting until August 11th in the USA. . No, really: That isn't just an expression. The "dog days of summer" actually refers to an astronomical event.

From early-July to mid-August, the star Sirius (which is represented by a dog in ancient Greek and Roman mythology) appears to rise and set with the sun. As the brightest star in the night sky, Sirius was already associated with light and heat. Its perceived proximity to the sun during the summertime only added to this reputation. Add to it, the haze from the fires, and you wouldn't want to be a dog out in the heat and smoke.



Full Moon Cruise (Perseid Meteor Shower) & Pot Luck Dinner Bitter End, Aug 12 at 6:30 PM

Come on out and have a pleasant evening cruising Scenic and Idlewild Bays at your leisure after enjoying a sumptuous Pot Luck Dinner. Bring dishes and desserts to share. Head out onto the water...take off after dinner, come back in when you please...BUT...light up your boat and let everyone see who the crazy folks out there are. With that in mind, need a couple of folks to volunteer for set up and break down....check with Brett Sullivan, Cruising Rear Commodore or me to help out.

Other August Events:

Wednesday Night 2-4 Race (8/9/17)- BBQ after

August 13th...last race in the "no-wining" series...skipper's meeting at 9 at Gary's...

August 16th- Wednesday night fun races 6:00 Meet on the water

August 23rd, Wednesday night races 6:00 PM- Meet on the water

August 27th... First race of the fall "Growler's series- Meet at Bitter End

For those who want to cheer on our club members, Sandpoint Sailing is hosting the annual Spud Cup on the 2nd and 3rd in Sandpoint. We usually have a few boats headed up the lake to tangle with the northern crews...so if you can, head on up and see some great sailing.

Also reminder of the big FALL PARTIES- MacDonald's annual soiree the weekend after Labor Day and End of Season party at Bitter End on September 16th...look forward to seeing as many members as I can at the parties for the folks that have supported sailing in the south end of the lake.

Ever wonder about the winds on Lake Pend Oreille? Here's an experimental site from NOAA courtesy of Mike Jewell at SSA- Take a look and see if you can figure out which way the wind is blowing.

http://www.wrh.noaa.gov/otx/forecast/lakemodel/index_wind.php

Here's some advice on sail care from Quantum Sails: (These sailing tips are not an endorsement of products from Quantum Sails, who are responsible for it's content. These general tips have been offered to the club in an effort to promote sailing throughout the country.)

Just like your car needs regular oil changes, your sails need regular maintenance and inspection. Unfortunately, it's not an uncommon sight for our service teams around the world – damaged sails that could have been saved with a little bit of maintenance or a simple tweak. Just like your car needs regular oil changes, your sails need regular maintenance and the parts have to be installed correctly. We repair thousands of sails a year and have identified the four most common – and preventable – disasters we see to help keep your sails off of our loft floors.

Chafing/Rubbing Damage- While we all do our best to adjust or at least tape up any potential trouble spots on the deck and rigging, conditions and sail trim can often reveal chafing issues that might not have been identified in pre-sailing prep. Weather the sail is rubbing against something on the rigging or deck, or regularly trimmed too tightly against the spreaders, this repetitive strain can cause serious damage. If caught early, the professionals at your sail loft can make adjustments or reinforce the area of the sail in question. These reinforcements protect the sail, thus extending it's life.

UV Exposure- Sun exposure shortens the life of any fabric, and sails are no different. If you have a roller furler that lives on the headstay, the edge of your sail should have a piece of sacrificial fabric sewn onto the side that's exposed to the sun. When rolled correctly, that piece of fabric absorbs the UV damage while your sail fabric stays protected. If you're not sure if your sail is rolled the correct way or have any questions, call your sails consultant or the local service department. Taking some time to meet at your boat to make sure the sail is rolling properly and is protected from the elements will save you from expensive and avoidable service invoices later on.

Failed Stitching- The same way your sail cover is exposed to UV damage, so is the stitching that holds it in place. UV rays weaken the thread over time, eventually to the point of failure. If you're lucky, you'll notice frayed threads before the UV cover begins to peel off the sail – if not, your cover could come off while sailing.

Loss of Sail Performance - A sail's shape changes over time with use as the fibers stretch out and wear with time. Those changes can cause the boat to heel more than it should. If you feel that you're heeling too much or are slower than you used to be, take a few pictures when you're using your sails upwind and take them to the loft. The service department can then identify where your sail's geometry has changed, then modify it to take it back to its original design shape. This will keep you moving forward, reducing excess heel and increasing your on-water enjoyment!

Mildew, mold, or Running Colors -Letting your wet sails stay furled or flaked in a sail bag creates the perfect incubator for mold and mildew to grow. All sail cloth types, when stored wet, will promote the growth of mildew, but it's really a problem with less breathable laminated sails. Keep in mind, where you store them is also important — damp locations also attract mold and mildew. If you don't always have the luxury of drying your sails before storing them, reach out to your local loft for information on Sailkote and other products that combat mildew. Regardless of how it gets there, once you have mold, your sail needs a professional cleaning.

Your spinnaker needs to dry, too. Nylon, when left wet, has the tendency to bleed colors. This is a good indicator that the sail hasn't been properly dried, and could be damaged or moldy. Cosmetically, extra coatings can be applied to stop colors from running more, but can be expensive. Noticing the problems early on and getting your sails to a loft for inspection can make the difference between a small repair bill and a major replacement cost.

Annual inspections are key, but it's equally important to inspect your own sail on a regular basis, looking for things like small tears and frayed threads. Don't wait for disaster to strike. Combined with proper sail care, regular inspections by expert sail consultant will help prevent large problems and ensure you get the most out of your sails.

WEBSITE:

If you have pictures you would like to share or news that you wish to have posted, get the information to Brett Sullivan, our intrepid webmaster in chief...email to: bretts9669@me.com

BURGEE's:

If you need a club burgee, let one of the officers know.... Burgees are \$25.00.

When you are on the site, check out Barnacle Bill's Blog...Insight from Bill Holcomb on all things sailing.

And as always, if you have some news to share with the other members of the club, drop me a line ...lpoyced@aol.com and please put LPOYC in the subject line.

May Neptune and Aeolis grant you fair winds and calm seas for your journeys.