

Newsletter of the CAVE RUN SAILING ASSOCIATION

The MainSHEET v 32 # 5

Bluegrass Charity Regatta Sunday September 11, 2016 Good Cause, Fun Sailing, Good Food

Join CRSA in its collaboration with the Theta Nu Chapter of Psi Iota Xi Philanthropic Sorority to help raise money for the Lexington Hearing and Speech Center by sailing in this one-day regatta.

This is a FUN REGATTA. A great way to experience sailboat racing in a casual manner or just to spend part of the day sailing around the course marks with other CRSA members. For inexperienced racers a brief meeting will be held at the breakfast that Sunday explaining what is involved in racing that day and describing the course. Or, like many of us, you can just follow Chuck or Mark around the course.

The LEXINGTON HEARING AND SPEECH CENTER (LHSC) does literally life changing work for hearing and speech-impaired children. LHSC is a private non-profit agency with over 50 years of experience working with children with hearing loss and/or speech/language impairments. It provides services for children and their parents from infancy to age 18, as well as for adults with programs in the Early Learning Center, the Audiology Clinic and the Speech-Language Pathology Clinic.

The women of the **THETA NU CHAPTER OF PSI IOTA XI Philanthropic Sorority** help organize the regatta, provide all the food and solicit sponsors. They have worked with CRSA on this fund raising charity regatta for over 20 years.

Come to the **TWIN KNOBS WEST END GROUP USE AREA between 9 – 9:30 am** on Sunday September 11. Enter from the Twin Knobs campground and tell them you are coming to the Charity Regatta. You can enter at no charge. Help yourself to a casual breakfast.

Please **PRE-REGISTER** using the forms enclosed in this newsletter (good) **OR** look for registration forms on our caverunsailing.org website (good too) **OR** register on site (not as good as pre-registering but certainly OK).



Theta Nu members and CRSA captains and crew at the 2015 Bluegrass Charity Regatta.

There is **NO CHARGE** for sailing in this regatta. The women of Theta Nu find supporting sponsors for every boat pre-registered. However, if you as captain would like to also be a sponsor you can. Use the **SPONSOR FORM** in this newsletter **OR** look for sponsor forms on our caverunsailing.org website **OR** bring a check with you and fill out the sponsor form at the breakfast that morning. **Pre-registrants who will sail are needed MOST** to make this regatta a success.

The APPROXIMATE SCHEDULE is:
9:00 – 10:00 am Breakfast and Captain's Meeting at the Camp Ground West End Group Use Area
11:00/11:30 – 1:30/2:30 racing on the lake
2:30/3:00 – 4:30 cookout and award ceremony again at the West End Group Use Area. Food and soft drinks provided.

Racing and cookout times are approximate depending on the wind and the number of races.

Be sure to check the CRSA website Caverunsailing.org and the CRSA page on Facebook for more up to date information and sometimes last minute updates on activities.

Special Announcements Are on This Page That You Might Find Helpful and/or Interesting

Use the CRSA Sunfish Boats for club Races/Regattas for FREE

The CRSA Board voted to implement a new policy to encourage racing. Children of CRSA members who want to race in CRSA races or regattas may use the club Sunfish Sailboats for free. Parents are totally responsible for their children including their good behavior and safety. CRSA does not assume any responsibility or liability for injury. Reservations should be made through Harbor Master Lou Trost and/or through the Rear Commodore Mark Breeden and/or through the Commodore Bill Lubawy. E-mail addresses and/or phone numbers for the three individuals mentioned above are on the CRSA website in the "Members" section. Meet at the Scott Creek Boat Ramp at 11:00 am and one of the above will open the storage bin to help you remove the sails immediately after the Captain's meeting. Parents are responsible for their children, safe boat use, rigging, launching and returning the boat in good condition, drying the sails and putting them away. Children of members get first preference. If no children reserve a Sunfish any member racing on a race/regatta day may race a sunfish at no cost.

Interested in Radio Controlled Sailboats?

Several CRSA members have indicated they are interested in sailing radio controlled sailboats. There are several places in Lexington where sailing such boats is possible. Technology has made these boats pretty realistic, setting sails just the way full size boats do, and at fairly reasonable prices. If you are interested in working with other CRSA members in setting up a R/C Sailing group please notify the CRSA Commodore at commodore@caverunsailing.org.

Women's Sailing Group??

Several female CRSA members have been thinking of doing some Women's Sailing either during the week or on the weekends. This would involve sailing with a female captain and crew. Nothing formal here, just occasional afternoons on the lake in a totally random manner. If you think you might be interested in doing this, and would be available on short notice to join a group going out, please notify the CRSA Commodore at commodore@caverunsailing.org. No

guarantees. This may work out, it may not. Thought we would just give it a try.

Race on the Miss Kelley for 50% Off the Daily Sailing Rate

The CRSA Board voted to implement a second new policy to encourage member racing. If you are a CRSA member you can use the Miss Kelley to race for 50% off of the daily sailing rate. The appropriate donation would be \$50 for the whole day. For reservations contact the Miss Kelley Subcommittee Chair Mike Goodwin. Mike's email and phone number can be obtained from the "Members" section on the website. Again members are required to have completed ASA 101 or its equivalent, operate the boat in a safe and reliable manner, put the boat away in a clean operable condition with all sails dry and appropriately stored.

Lots of Sailing and Racing Opportunities Coming Up

The second half of the summer racing series begins August 13th. Check the CRSA website for more dates. In addition the Charity Regatta is coming up September 11 and the Grand Annual Regatta will be October 1 and 2. Registration information on the former is in this newsletter and on the website. Grand Annual information is also on the website.

Want to Crew?

CRSA members who want to crew during races or regattas often ask how they can get on a boat. There are several ways. Check the racing schedule on the website and pick some days you are available. About a week ahead of time post a notice that you are available to crew on the CRSA Facebook page and a racing member who needs crew may give you a call. Secondly just show up at the Scott Creek Boat Ramp parking lot at 11:00 AM the morning of a race. Look for a sailboat or two or three and some people standing around. Ask for the Race Committee Chair for that day. That individual will find a place for you with someone who needs crew and/or has a place for you. So far we have never left anyone on the dock and have found a place for anyone wanting to crew. Bring your own lunch and something to drink. Be ready to get a little spray if the wind is blowing.

Young Sailors Learned the Magic of Combining Wind, Water, and Sails!

July was indeed hot but the winds continued at Jacobson Lake and 13 boys and girls hit the water in the CRSA Opti's, tied knots, learned the vocabulary of sailing, and just had fun in the process! After nearly 8 sessions all students can rig the Opti's and get around the buoys and get back to shore in a safe manner! Some even enjoy the idea of racing! Competition has youth not at a level of aggression but just to see if they are faster than other boats. As you may know, I personally love to see the possibility of future racers in our club!

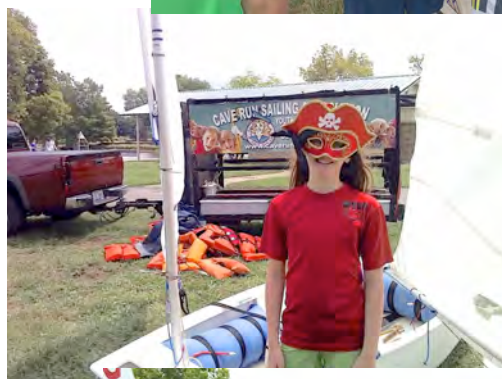
The challenge of youth sailing is to make it fun so kids can fall in love with the water and at the same time learn the safety and points of sail to get the boat moving! Instruction has to be quick, to the point and get the kids on the water quickly or else their interest will fail. Using wind to move the boats is an experiential process. We can read and talk and draw diagrams but the real learning is at the tiller! We could not offer these activities if volunteers did not give their time to help! For that we are grateful.

Charlotte Lubawy provided the transportation for the CRSA chase boat. Other volunteers were:

Mark Breeden	Graham Wilson	Kay Arnold
Kelly Glines	David Duncan	Ruth Lawton
Al Lawton	Lou Trost	Ken Ruhl

Parents Gary and Cindy Stidham, Richard Moore, Russ Hoff and others.

PS What about next year? We could offer the next level for teenagers to keep the passion alive! We have the resources but not the people to make it happen. It will not happen without Volunteers like you. Why not donate some time to get this next level off the ground for our kids. Contact me to let me know of your interest and talents and we can make this happen! Fair winds and following seas. Chuck Emrich, Youth Sailing Director, Youthsailing@caverunsailing.org



CRSA Teaches Sailing to Girl Scouts at Camp Judy Lane July 11-14

A group of eight CRSA members taught sailing to Girl Scouts at camp Judy Lane in mid July. The experience was organized by Charlotte Lubawy from CRSA and Sheri Powers from the Wilderness Road Girl Scout Council. Twelve scouts and four counselors participated in the classes involving rigging the boats, parts of the boats, looking for the wind, setting sails, capsizing and righting drills, rules of the road, sailing knots and general water and boating safety.

At the end of the class there was a little unexpected excitement. Instructors used the Margaret Mary II to help teach the course but on the way back the water pump failed on the motor. Charlotte Lubawy and Ben Askren towed the MMII from the recesses of the secondary pool back to the mooring field with a Jon Boat from the Marina. Talk about having patience!

Special thanks to the CRSA volunteer instructors:

Kaye Arnold	Ben Askren
Mark Breeden	Ruth Lawton
Al Lawton	Jim Dinger
Charlotte Lubawy	Chuck Emrich

The Girl Scouts presented CRSA and the instructors with thank you notes pictured below. In case you have trouble reading the notes here are some of the comments. The MainSHEET Editor especially likes the first one.

“You are a really perfect older person!”

“Your jokes are great! You always make us laugh.”

“Thank you a whole lot.”

“Thank you for teaching all of us to sail a sailboat correctly.”

“All aboard the SS Skipper – Sailing – Kind – Inspiration – Perspectives – People – Excited – Respectable.”

“Dear Ruth. Thank you for being our sailing instructor, we learned so much from you.”

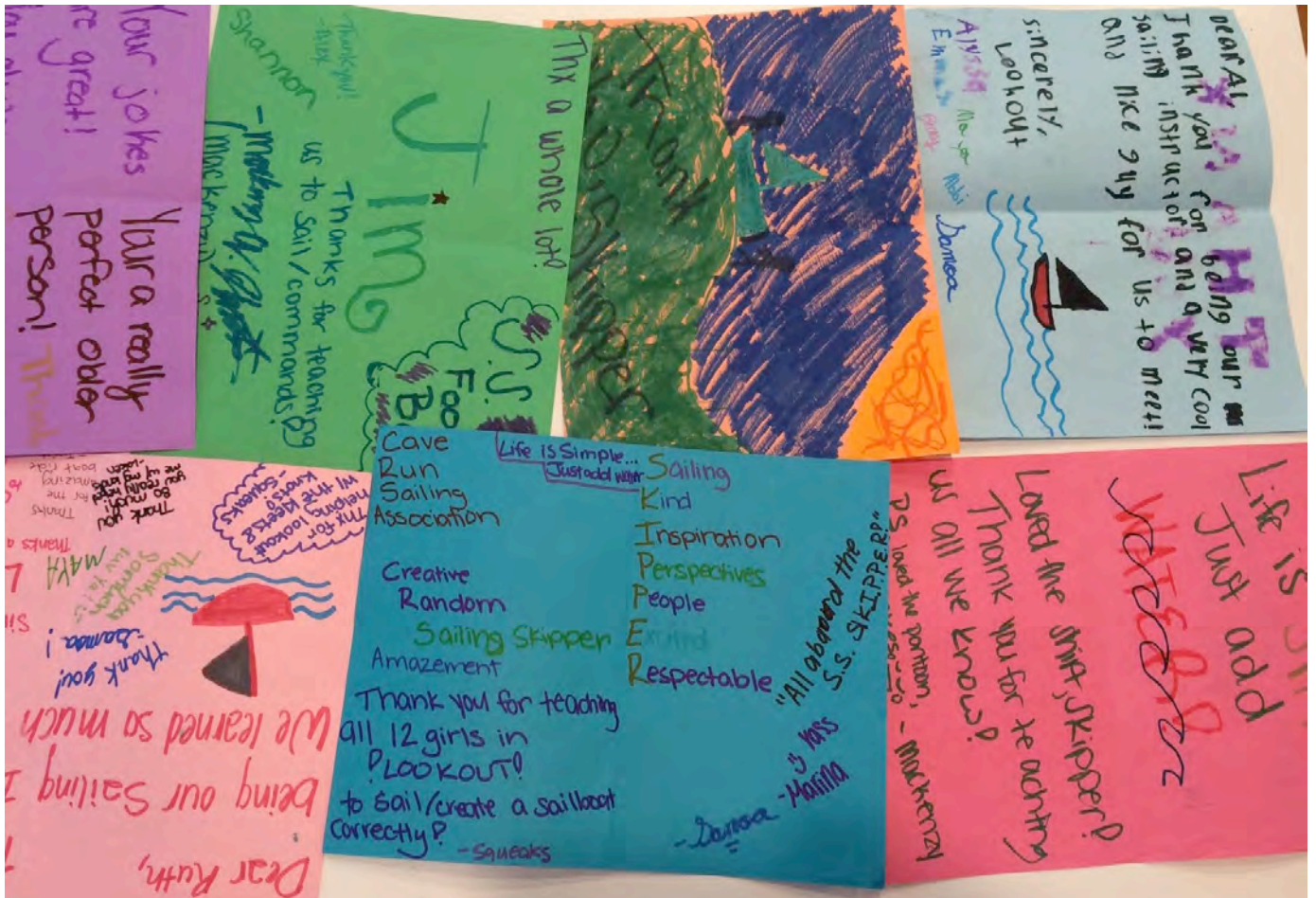
“Thank you for the amazing boat rides.”

“Thank you. I LOVE TO SAIL.”

“Thank you for not getting mad at us when we almost tipped the boat over.”

“Thank you so much. LUV YA!”

CRSA has taught this Girl Scout Sailing Class for the last five years and is ALWAYS in need of volunteer helpers. If you would like to help next year please contact Charlotte Lubawy at Lubawy@twc.com.



Cruising Kentucky Lake (aka Tennessee River)

by Cliff Hynniman

(Editor's Note: Cliff Hynniman has been a CRSA member for almost 20 years serving as our website manager, sailing education director and ASA Instructor. He sailed and raced two different boats on Cave Run Lake and now sails his third on Lake Barkley. Cliff's family originates from Finland and his boat is named "Finnish Line" a clever play on his heritage. This is a requested article on his recent boat trip.)

I've owned Finnish Line, a 2001 Catalina 36 mkii, on Lake Barkley's Green Turtle Bay Marina, Kentucky for the last 5 years. Sailing has usually been in the immediate vicinity. This year the plan was to take a 200 mile cruise down Kentucky Lake to Pickwick Lake at the Alabama - Tennessee boarder.

One of the first tasks was to carefully review the charts from the dam at Kentucky Lake to Pickwick lake. It appeared that the required 52 ft mast clearance would be available at each bridge since Kentucky Lake was at its normal summer pool level. The bridge over the Lock at Pickwick Lake would be a very close call. A phone call to the Lock Master advised that we would need to use the auxiliary lock and that I should phone 24 hours before arrival for a final check as the lake levels may vary. The Active Captain website was used to evaluate marinas and anchorages. It was important to identify places along the way to duck into for storm avoidance as well as possible overnight anchorages. Marinas with favorable reviews were identified as stopping points. This information was summarized in a list sorted according to chart mile markers and printed for a quick view at the helm.

Finnish Line uses about 0.8 gallons of fuel per hour At 2500 RPM speed will average 5.5 - 6.5 knots depending on current and sea state. It was unlikely that here would be opportunities to hoist sail. Though there were adequate locations to refuel along the way



Picking up fuel at Green Turtle Bay prior to departure.

it seemed wise to take an extra 10 gallons of diesel fuel to add to my 25 gallon tank. My Honda e2000i portable generator can run the A/C system so a can of alcohol free gasoline was added. A slip holder on my pier who makes frequent trips to the Gulf advised lighting the deck if anchoring just outside the channel when the river narrows and is too shallow to do otherwise. So solar lights were mounted on the bow and stern of Finnish Line.

Deciding to eat well and not run short for happy hours during the cruise led to a shopping list that was way over the top. We purchased hard frozen top line steaks, chops and burgers, and were advised to use dry ice in duck tape sealed styrofoam coolers to preserve the meat for 3-4 days. On day 3 it was discovered that everything thawed in less than 2 days in the 90 degree weather. Ugh! It was all discarded.

Departure July 2 nd was clear and hot with light and variable wind. Anxious to achieve some first day



Approaching the new Kenlake Bridge from Green Turtle Bay.

distance we motored 46 miles to Paris Landing Marina near Buchanan Tennessee. This is the home of Pais Landing State Park with a beautiful lodge overlooking the Lake. The staff is about the most customer friendly you could find anywhere. The Park ranger will transport boaters to the lodge for an excellent buffet and make sure you get back to your boat after dinner. Everything is neat and clean. Transient dockage rates



Finnish Line docked at Paris Landing. Note the USCG vessel in the background.

with power, water, and wifi are \$1.25 per foot, typical of the rates along Kentucky Lake. This is clearly a

favorite stop. Checking the weather identified that thunder storms were moving in to the area the next day. It was decided to stay another day at Paris.

With beautiful weather the following day we were on our way again. The destination was Pebble Isle Marina near New Johnsonville, TN. Along the way my AIS alarmed and showed a barge ahead. Meeting barge traffic is common, but here the channel crossed from west to east. I wanted to move out of the channel so he could have it all for making the turn. Suddenly my chart plotter showed no information on the west side of the lake. Without depth information I decided to pull up near a buoy marking the edge of the channel and stop until the barge passed. After the trip a complaint to the Navionics company resulted in a need to upgrade my 3 year old \$200 Gold chip to Navionics Plus that will require an annual \$99 for future updates. Ugh!

Pebble Isle Marina has a well marked channel in Trace Creek leading about a mile back to the slips and fuel dock. We topped off the fuel and pumped out. This full service Marina had a very nice restaurant and bar that was closed the day we arrived. However, they did offer us a really cold draft in iced glasses while the A/C cooled the boat. Nice people. As the evening progressed we studied the weather which looked to be thunderstorms every day to the south through the July 4th holiday. It appeared that traveling further south we would need to wait out their passing for an extended period making it difficult to get back to Lexington at the time required. With considerable reluctance it was decided to head back North.

The next morning we departed on a clear and hot day to the north planning to stop either at Paris Landing or whenever the helmsman tired of his duties. Using the auto pilot remote control I sat comfortably on a stern seat, and with a good view enjoyed the sights. It was decided to travel past Paris Landing and put in for the night at Kenlake Marina at Kentucky's Kenlake State Park. We traveled 55 miles for the day. The Marina is known for its breakfasts, but lacks many services. It has just been purchased by people on the west coast who plan to make major changes.

The next day we traveled 7 miles to the north and dropped anchor in the first cove on the south side of Sugar Bay. This beautiful little area is well protected, and had only one trawler at anchor when we arrived. Green Turtle Bay was now close enough that we could quickly get back to the slip to avoid severe storms that were in the forecast. We stayed 3 days. While it was hot we found that a wind scoop on the forward hatch kept the boat comfortable instead of running the portable generator. However, dealing with it during

nightly rain storms required new strategies for securing it to the boat. As the holiday weekend approached our quiet anchorage was soon congested with raft-ups, cigarette boats, jet skis, ski boats, and pontoon boats. We told some not to anchor so close. Nevertheless, the Finnish Line swing came within 25 feet of a pontoon boat that had deposited many people in the water holding their adult beverages. Eventually the people moved to an open area, but the boat remained. At one point the cove had 16 boats. Fortunately quiet returned as most all departed in the late afternoon.

Finally the threat of thunder storms caused us to weigh anchor and return to Green Turtle Bay Marina. There we experienced several strong storms, and spent our remaining days before departing for home in Lexington. It was a very enjoyable cruise even though travel to Pickwick Lake was not achieved.



Travelers Anne Policastri and Cliff Hynniman pose for a “selfie” while on their cruise.



The author, Cliff Hynniman, poses while taking a break from handling the wheel.

CRSA Looking for Members Willing to Volunteer for 2017 Officer Positions

No organization can SURVIVE without volunteers keeping the organization going behind the scenes. If you have enjoyed some of the CRSA activities please consider volunteering for an officer position to help make sure we KEEP GOING. Two individuals can even share a position. And an officer can form a committee to work with them and spread the activity around.

Serving as a CRSA Officer is a great way to get to know more members and to get more out of your CRSA membership. Here are some comments by Sally Shafer who served as Social Chair and Membership Chair in the past:

“A club like this works only because of the many people who volunteer to help out. When I was asked to join the board as social chair in 2011 I was not sure I would enjoy the job, but I figured it was my turn to help out. In hindsight, I am so glad I did it. Working to help the club has been great fun, and has introduced me to so many interesting people. Volunteer to help CRSA; the club will benefit and so will you.”

If you are interested in being a CRSA officer for 2017, or know someone who you think may be good, please contact Commodore Bill Lubawy at Commodore@caverunsailing.org.

Officer positions that are open for 2017 include:

- **Commodore**: responsible for overseeing all activities and functions of CRSA during the year including establishing the calendar of activities for the year.
- **Vice-Commodore**: responsible for overseeing the CRSA Regattas including the BG Charity Regatta and the Grand Annual Regatta.
- **Rear Commodore**: responsible for organizing the regular race series, assigning race committee, tracking results.
- **Rear Commodore**: responsible for organizing the regular race series, assigning race committee, tracking results.
- **Treasurer**: responsible for keeping track of CRSA accounts, reimbursing members for official approved expenses, filing financial forms, depositing dues and race fees.
- **Secretary**: responsible for taking and distributing minutes at the CRSA Executive Committee meetings.
- **Harbor Master**: responsible for maintaining and inventorying CRSA equipment, primarily the Committee Boat the Margaret Mary II.
- **Social Chair**: responsible for organizing the spring and summer socials, the sailstice raft-up social, special events such as winter Trip-Tales meetings at local

restaurants and the Annual Awards Banquet.

- **Membership**: responsible for keeping track of the membership list, sending out membership renewal notices, forwarding membership dues to the treasurer.

- **Webmaster**: responsible for running the CRSA website caverunsailing.org and instructing officers on how to update their sections.

- **Cruise Director**: responsible for organizing, or helping others organize a yearly cruise or two for CRSA members.

Positions not on the Executive Committee but reporting to it and appointed by the Executive Committee are:

- **Newsletter Editor(s)**: responsible for editing, printing and e-mailing The MainSHEET.

- **Youth Sailing Chair(s)**: responsible for arranging and teaching the Youth Sailing Classes.

- **Girl Scout Sailing Instructor**: responsible for arranging the four day Girl Scout Sailing program with Camp Judy Lane at Cave Run Lake in July.

- **CRSA Sailing Schools Director**: responsible for ensuring the Beginning Sailing and the various CRSA ASA sailing schools are taught each year.

No one person does everything themselves for their particular officer position. Every position has help and advice from previous officers, CRSA members and friends. The Executive Committee meetings provide a nice forum for advice on how to do things smoothly. Even if you have little previous experience, you will not be functioning alone.

Italy Cruise October 8-15 Has One More Spot Remaining

The CRSA Wine and Culinary Flotilla Cruise has one more spot remaining. This is a fun cruise beginning in Procida Italy. It includes tastings and gourmet meals at wineries. The itinerary is below:
Itinerary: Oct. 8- Arrive at Procida Island from the Naples airport. Board the boat after 1800. Oct. 9- Ischia, Oct. 10- Capri, Oct. 11- Cetara, Oct.12-Salerno & Agropoli, Oct. 13- Amalfi- Positano, Oct. 14- Punta Campanella & Procida, Oct. 15- Off by 0900.

If you have been on a CRSA Cruise you can testify to how much fun trips are. These are relatively inexpensive ways to enjoy cruising and by joining a flotilla participants have a mechanic, a social director, and a cruise director who sail in a separate boat nearby. **Contact Dan Geiger at 859-797-4212.**



CRSA Helps 26 Sea Cadet Teenagers Enjoy and Learn Sailing on Cave Run Lake!

Sea Cadets, a division of the Navy for High School age students, in the central Kentucky area took to the Lake on Saturday July 16th. Although the rain early on and minimum wind in the afternoon hampered activities, students were able to get on the lake! Students were split into two groups. One group learned knots, points of sail, and the theory of sailing by CRSA's own Kay Arnold (who incidentally did a fantastic job)! The other group was on the Lake was myself, Kelly Glines, Steve Morris, Jim Dinger, David Duncan and Mark Breeden doing on the water sailing experiences and man overboard drills.

A huge thanks to Shannon Montgomery and her staff for making this happen this year. It took us two years to get ready for this day and required lots of planning for this large group! I also want to thank the Sea Scouts for their courage, enthusiasm and politeness.

This was the most respectful group I have had the pleasure to work with! Maybe we can do it again next year!

These outreach activities could not happen without volunteers who give their time to promote sailing and give these kids a chance to enjoy the wind and waters! Maybe next year you could give some time and we could expand these efforts! If interested regardless of your skills call me and let's talk! We need your help!

**Chuck Emrich, Youth Sailing Director,
youthsailing@caverunsailing.org**



Special Kudos are due to a lot of CRSA members. Among them lately are:

Mark Breeden and Lou Trost for working through complications with boat repair businesses to get the Margaret Mary II fixed. During the Girl Scout Sailing School in the middle of July the motor on the MMII shut down because the water pump malfunctioned. Charlotte Lubawy and Ben Askren towed the Committee Boat from the Warix Boat Ramp back to the mooring field with one of the marina Jon Boats. CRSA does not have a trailer for the MMII so the group doing repairs had to find a trailer, pick up the pontoon boat, transport it to their shop, do the repair, then return it to the mooring field. CRSA hopes to have the entire motor serviced at the same time. With any luck the MMII will be working the second week in August.

David Duncan and Mark Breeden for working with ASA and our insurance broker to continue the ability of CRSA to teach ASA courses. ASA changed the insurance requirement for teaching ASA courses but failed to recognize the difference between a commercial ASA instructor and an all volunteer association teaching ASA courses often in member boats. The change, if left alone, would have required a \$2 million dollar liability on every boat used for teaching which would be excessively prohibitive and effectively put CRSA out of the ASA instruction business. David wrote a never ending series of emails to ASA and it looks like he is making headway.

Ben Askren and Mark Breeden for working three out of the four days at the Girl Scout Sailing Classes and Chuck Emrich for teaching at all eight of the Youth Sailing Sessions. This is a lot of commitment to the instructional programs of CRSA and these members deserve a lot of thanks.

Michael Goodwin Teaches Small Boat Merit Badge for Boy Scout Troop #828 From Corbin, Kentucky

Late in July CRSA's Michael Goodwin and troop leaders Keaton Smith and DR Lauber took seven scouts from Troop #828 in Corbin out for their small boat merit badge. This program completed the requirements for the merit badge. Mike reports that everyone involved had an absolutely great time.

Special thanks to Mike. This is the second boy scout troop he has taken out to complete their merit badges fitting in well with the other CRSA sailing education programs for young sailors. This year CRSA members taught Youth Sailing, Girl Scout Sailing, two Boy Scout Sailing outings and Sea Cadet Sailing programs. Any way you look at it that is a lot of sailing education and community service programs. Special congratulations to Chuck Emrich the Youth Sailing Director who also organized the Sea Cadet instruction and Charlotte Lubawy the Girl Scout Sailing Director.



Sometimes a little extra help on the tiller is needed.



Coming into dock to change crew.



Preparing for docking was one of the many maneuvers the Boy Scouts learned in their small boat merit badge instruction.



Boy Scouts take turns at the helm with Mike Goodwin providing instructions on proper tack.

More Kudos are due to CRSA members for their participation in special activities:

Steve Morris for his work in Beginning Sailing, the Sailabration, and teaching the Sea Cadets.

Al and Ruth Lawton for teaching both Girl Scout Sailing and Youth Sailing.

Kelly Glines for working almost all of the Youth Sailing evenings and assisting the Youth Sailing Director.

Kaye Arnold and Mark Breeden for also teaching both Girl Scout Sailing and Youth Sailing.

Charlotte Lubawy for arranging the Girl Scout Sailing classes and shuttling the instructional chase boat back and forth to the Youth Sailing Classes.

Charlotte Lubawy for keeping the Commodore and the Newsletter Editor going during the summer.



Cave Run Sailing Association
PO Box 256
Lexington, KY 40588



WWW.CAVERUNSAILING.ORG

The MainSHEET

**This Issue of the
MainSHEET is
VOLUME 32 # 5
August, 2016**

The MainSHEET is published 4-8 times a year, by The Cave Run Sailing Association, PO Box 256, Lexington, Kentucky 40588.

The Cave Run Sailing Association is an all volunteer, nonprofit association dedicated to:

1. promoting both leisure and race sailing,
2. conducting sailing education classes,
3. providing a forum for good will and social activities among those interested in sailing and
4. participating in charitable and community service activities.

Membership Information can be obtained from Steve Morris at membership@caverunsailing.org.

The MainSHEET is edited, sometimes carefully and sometimes not, by Bill Lubawy. Please contact Bill for article ideas and or suggestions at Mainsheet@caverunsailing.org.

Special Thanks from the MainSHEET Editor

This issue of the MainSHEET has pictures, information and/or text from a variety of CRSA Members including Cliff Hynniman, Charles Emrich, Mike Goodwin and the leaders of Boy Scout Troop # 828. Thanks to all for the help. Hope I have everyone.