

February 2021

Edition 4

Year in Review Sailing in 2020

Photos by John Sverre



February 4, 2020



March 8, 2020

Sunshine Coast Yacht Club Newsletter

Welcome to our fourth edition. This quarter, your lowly commodore is back to editing the newsletter. This edition has more information on PHRF, some starting tips and an excellent article on tell tails. You can review our survey results and hopefully find some other interesting sailing tidbits. There is also lots of current information on our website, as David Pritchard does a fabulous job keeping the site updated. www.scycsailing.ca

Winter Sailing has been fabulous!

For those that have joined us, during the fall and winter racing, the weather has for the most part been cooperative. The racing has consisted of several in harbour courses and some around the island races. We have had excellent turnouts, fun races, and some great finishes.



As the year 2020 has now ended, it is time to value how lucky we are to live in area where we can sail all year round, enjoy tremendous scenery and challenge ourselves on our boats every Sunday.

The board is in the planning stages for events in 2021. We have our AGM coming up in February which will be a Zoom meeting. Information will follow regarding time and date. **2021 Annual dues are now payable, \$75 for a full member and all current 2020 associate memberships are free 2021. A new associate membership in 2021 is \$25. You can make a cheque payable to the Sunshine Coast Yacht Club and hand it to board member on Sunday or mail it to John Sverre at 641 Beach Ave, Gibsons B.C. V0N 1V9.** You must be a paid-up member to vote in our upcoming AGM Zoom meeting. We are looking for nominations for board positions, so if you would like to volunteer, please contact anyone of the current board members.

I, for one, can't wait for the 2021 sailing year to start!



April 12, 2020



May 10, 2020



June 28, 2020

Meet a member – Associate member Kim Davies

When did you start sailing?

I started sailing during high school, I guess, crewing with my friend on his dad's Herreshoff 28 ketch out of West Van YC.

What is your favourite boat that you have owned or sailed on?

Tony Liebert's C&C Custom 43, *Sanfire*, out of Royal Van. Or maybe Guy Walters' Dragon, *Obsession*

Where is your favourite cruising destination?

I've not done much cruising. I love BC waters, but the Ionian Islands of Greece were wonderful, as were the BVI. Can't choose one!

What is your best racing moment?

OMG...way too many to remember. One recalls more vividly the moments of stark terror, like banana surprise dismastings in the frequently gear busting Southern Straits race...twice. (no, I was not driving). Some spectacular moments stand out, not really racing related but during races: One Southern Straits race we were under spinnaker, running south to the Tango Alpha buoy in light going (for a change, in the Straits race!) and were treated to the spectacular sight of *Endless Summer* (ex-Australian America's Cup 12 Meter *Dame Pattie*) ghosting by us, hard on the wind, in moonlit, calm seas. Similarly, I was foredeckman aboard *Clockwork Rocketship* in the 1978 World ¾ Ton Championships out of Royal Vic. We were coming back in from the Swiftsure Bank mark, beating back into Juan de Fuca Strait at dawn, sailing in smooth seas with a pleasant easterly, when a US Trident submarine, submerged to the base of her conning tower, making a huge bubble of water over her hull, went by us less than 100 yards away, totally silent, outbound at flank speed. That was an amazing sight in the early morning light. But the best memories really are just the privilege of sailing with and against a whole crew of wonderful folks over many years. Finishing my racing career as foredeck hand with the great shipmates and friends aboard *Sanfire* for 15 plus years was an honour and a joy.

What is your favourite drink on board?

Blood Alleys. (Gin, tonic, cranberry juice). We had *way* too many of every year at Silva Bay Hangover race. On long distance races, we usually cracked a good beer at the weather mark. The skipper liked his "barley sandwich".



October 18, 2020



November 29, 2020



December 20, 2020

What would these results have been if we used TIME-ON-DISTANCE correction?

In TOD correction a Time Allowance is calculated for each boat based on the boat’s rating and the course length. The regatta course was 12.9 nml.

On a per mile basis Alatus’ rated speed is 697 secs per mile (47 s/m slower than a scratch boat) and Pavlova’s rated speed is 768 secs per mile (118 s/m slower than a scratch boat).

So Alatus gets a time allowance of 12.9 nml x 47 secs = 606.3 secs, or 10.1 mins. And Pavlova gets a time allowance of 12.9 nml x 118 secs = 1522.2 secs = 25.4 mins.

| | Elapsed Time | TA | Corrected Time | Overall Position |
|---------|--------------|---------------|----------------|------------------|
| Alatus | 2:46:21 | - 606.3 secs | 2:36:15 | 6th |
| Pavlova | 3:30:23 | - 1522.2 secs | 3:05:01 | 15th |

So, the effect of changing to Time On Distance was small, Alatus moved from 5th to 6th and Pavlova moved from 14th to 15th.

We have done these calculations for the whole fleet in the regatta and there was no change in the first four positions and only small changes throughout the fleet. We would be happy to send the spreadsheet to anyone who want to take a look at it.

Observations

For last year’s regatta we had good wind (not too strong, not too light) and the results were pretty much the same using either method. If the wind had been much lighter the differences would have been greater since in light winds the faster boats get a disproportionately high penalty in Time on Time handicapping because there are more hours to penalize.

It seems that the races using TOD handicapping are all long races with many hours of racing (Round Saltspring is typically around 10 hours, and the Southern Straits is in the 20-hour range, even for the fast boats) and their time on distance handicapping makes sense.

Should we try it?

The writer’s opinion is that it would not make much difference to most of our races which are quite short (including the regatta).

If we have a longer race such as out to Halibut Bank and back, or a race to a destination such as Nanaimo we should try it.

Humour section

let's face it ...you have to laugh if you are crazy enough to race all year!

Some Common Sailing terminology:

- Calm:** Sea condition that coincides with the disappearance of wind and the last cold beverage
- Current:** Tidal flow that carries the boat away from the mark at cable bay towards the shore
- Flashlight:** A good place to store dead batteries on your boat
- Cruising:** Fixing your boat at a new port
- Bitter End:** The finish of a race when you are last to cross the line
- Freeboard:** food and drink supplied by the owner
- Reef Point:** the part of the rock that is above the water
- Headway:** making progress on getting the toilet to work
- Clew:** a sign from the skipper that he might know what to do next
- Heaving line:** a rope used to hang on to when being sick

Your commodore chimes in with some starting tips...

Starting to Win

A recent race around the Paisley Islands got me thinking about starting. I noticed quite a few boats late to the start line and other boats starting on the wrong end of the start line. Even in most of our Sunday pursuit starts, boats are often late for their start time, not at top speed or have not picked the best location on the start line.

A good start in a sailboat race is one of the deciding factors in whether you will place well at the end of the race. Perhaps the best way to begin a discussion on starts, is to define what a good start is. In my opinion it is:

Hitting the start line on time, at the favoured end, at full speed with a plan in hand for the upcoming leg.

I will be concentrating this discussion on our pursuit starts, as these starts should always be near perfect starts. I will, in an upcoming article, discuss starting strategy when we all start at the same time.

When I start, I have 3 distinct phases to my starts.

1. Preparing for a start – from dock to 15 minutes prior to your start time
2. Prestart phase – 15 to 6 minutes before your race start
3. Starting – 6 minutes to your start time

Preparation for Start

This phase begins before I leave the dock. I like to know what the weather forecast is for the day and what the tides will be doing during the day. There are plenty of apps that can forecast this information including Windty and Predict wind. I also want to know what the course and format for the race is, so I can begin planning for it. Prior to leaving the dock, I also properly stow gear that I may need later in the day, including water, rain gear, and sails.

When I leave the dock, I leave with plenty of time to get to the start line. As you know, our start lines are generally in 3 locations.

1. Outside the marina from the green lady to a buoy or boat
2. At Soames between the start marker and the Soames buoy
3. Outside of the bay, generally using Home Island and the Paisleys as a marker.

Its critical in this phase to leave enough time to get to the start line. I know from experience that takes me about 20 minutes to get to Soames and about 35 minutes to get to Home Island. I also know that I need a minimum of 15 minutes to get my sails hoisted, bumpers stowed, and lines organized. That means that if we are racing outside of the bay around the islands, I need a little under an hour to arrive at the start line on time. When possible, I find out from the race committee where the start line is planned to be. If they are undecided, I need to be out in the bay about an hour early, as the race committee could decide to begin the race at Home Island.

On the motor or sail to the start line, I am collecting information. What direction is the wind coming from? Is there a change up or down in wind speed? Is the weather on the course like the weather forecast? Is the wind persistently shifting in one direction? As I pass buoys or crab traps, I am looking at the current to see its direction and strength. I am also looking at other sailboats get an indication of conditions in the different areas of the course. I am beginning to get my plan together for the first leg of the race.

More Nautical Knowledge

What is the original meaning of Footloose and Fancy Free?

The saying comes from the name of the bottom of a sail “ the foot”. If the foot is not properly attached, it can become “footloose and fancy free” and cause the boat to sail on its own course. If you use the saying today, you are generally referring to someone who has few real commitments.

Prestart phase

I am now near the starting area, where I will make my final sail settings. I will adjust the halyard, cunningham, boom vang, and outhaul on my mainsail. I do not have a backstay otherwise it would be adjusted to the wind speed and direction on the start line. The halyard and the jib leads of the genoa or jib are also adjusted. If I am starting upwind, I will adjust the jib cars (jib leads) to the correct position by driving to windward and seeing which of the tell tales are breaking first. If the lower telltales break first, I adjust the cars back. If the upper telltales break first, I adjust the cars forward. The jib cars are set properly when all telltales break simultaneously. More on that in an article below!

If its exceptionally light wind I will continue to motor sail until 4 minutes prior to the start to ensure that I am in a good location when the motor is turned off. Having momentum, in light wind starts with 4 minutes to go, can be helpful. After making these adjustments, I am watching the course for wind strength and direction. I will sail by the start line to take a final look at the current. I will then decide which side of the start line I will be starting from. When we have a long start line, I also consider where the course will be taking us. I want to be on the favoured side of the start line, the one with the shortest distance around the course. I have now also decided on my strategy and I have a plan in mind for the first leg of the course.

Starting

Obviously, I am keeping an eye on the time as I want to hit the start line on time. Our pursuit starts are perfect for close reaching to the start lines (my fastest point of sail), so I take several reaching runs to it, timing each run. I time the distance from the end of the start line that I plan to start from, to a position near the start line, usually 30 to 60 seconds away from the line. From that location, I make my final run to the line. Knowing I need 30 or 60 seconds to get to the line from this spot, allows me to power up and aggressively close reach to the start line. If I am early, I will make a few scalloping turns to slow the boat slightly. However, if I have timed my practice runs correctly, I should be at the start line on time, at the favoured end of the line, and with a plan in hand, on how I will manage the first leg of the course.



janes addiction prestart at Southern Straits

More Nautical Knowledge

Why is Skyscraper an original nautical term?

The term skyscraper originally referred to a small triangular sail that was set above the other sails and seemed to be so high it scraped the sky. Today, in my opinion, we have too many Skyscraper buildings.

Thanks to Brad Lowell from the Garden Bay Sailing club for his article below on sail trim. Brad raced in our regatta this year in the ultra-cool Seascope 27, Raving Lunatic...



Tell Tails:

As a lad our sails were not equipped with tell tails on either the jib or the mainsail. We learned to watch for that subtle softening of the sail's luff indicating the boat was as close to the wind as possible or the sails were trimmed correctly for that course. With tell tails installed on one or both sails, these simple but sensitive lengths of yarn will provide additional information that we can use to improve our boat's performance.

On a basic level, the tell tails on the jib can guide the helmsman – heading up when the leeward tell tail is fluttering and falling or if the windward one is lifting. This holds true for the trimmer as well: trim in if the windward tell tail is lifting and ease if the leeward yarn is fluttering. The two uppermost tell tails on the leach of the mainsail will help set the mainsail trim. Best trim is achieved when the upper tell tail is ducking behind the sail about half the time and the next lower one is -flying all the time.

The three sets of tell tails on the jib can be used to set the proper jib sheet fairlead car position as well. Ideally the three sets (located at 25%, 50% and 75% along the length of the luff) should all break or flutter at the same time. When all three tell tails lift together, the jib is set with the desired twist to maximize drive.

To set the fairlead car position: hold a steady course and adjust the sail trim – usually two of the sets can be set to flow straight back while the third is fluttering. If the upper windward tell tail flutters first, then move the fairlead car forward. This reduces twist at the top of the sail. If the top two are flying smoothly and the windward tell tail of the lower set flutters first, then move the car aft. This will reduce the amount of draft in the lower part of the sail. Experiment and make notes and mark settings for your car locations for given wind conditions and headings.

Tip 1. When the sails are fully powered up or in a gust the boat can be pointed slightly higher allowing the windward tell tail to flutter.

Tip 2. Moving the fairlead car aft in strong winds will allow the top of the jib to twist off and spill wind, reducing heeling.

Tip 3. On a 100% or less jib, a tell tail attached near the top third of the sail's leach should always flow when the trim is correct. If using roller furling reefing for your foresail, the fairlead car will need to be moved each time the furling position is changed.

Boats in our Fleet – Catalina 27



Elan under sail

Recently, Frank Butler the founder of Catalina Yachts passed. Frank left a legacy of over 85,000 Catalina yachts. Catalina is still the largest builder of production keelboats in the USA. Over 6600 Catalina 27s were built, most in Canada and in the USA, but also in England as the Jaguar 27. Gee Force and Elan are both Catalina 27s that race with us on Sundays. The Catalina 27 is a fibreglass keelboat, designed mainly for coastal sailing. It has a masthead sloop rig, an internally-mounted spade-type rudder and a fixed fin keel. It displaces 6,850 lb and carries 2,700 lb of lead ballast.

Early boats were all fitted with a tiller, but later ones had wheel steering as an option. The boat has a draft of 4.00 ft (1.22 m) with the standard keel and 3.00 ft (0.91 m) with the optional shoal draft wing keel. An optional tall mast was also offered.

The boat was originally fitted with an outboard motor well, but some later ones were equipped with an inboard Atomic 4 gasoline or Universal diesel engines. It has a top hull speed of 6.25 knots.

Having owned a Catalina 27, I know the boat does a little bit of everything. It cruises well with ample accommodations and can race competitively in PHRF, as it is well suited for the light winds of the Pacific Northwest.

Graham Gee likes his 27 because "it gives good value for the money. It is a comfortable size for 2 people and a dog. I seldom have trouble finding room for a 27 ft. boat at the dock when visiting other marinas. The boat is affordable to maintain due to simple systems, many maintenance and repair tasks can be done without professional help and parts for the Catalina line are easy to source". Graham also likes the performance (especially on a reach) . He adds "this boat is fun to sail."

Survey says:

SCYC Year End membership survey findings - compiled by David Pritchard

We received 26 responses to the survey which is very good considering that the mail list we sent it out to is only just over 40 people - so thanks to everyone who responded.

We got some great input and would like to share it with all members. The idea is to learn from it; to find out what is working and what is not working; to get ideas for improving; to get ideas aired that need talking about.

Here we'll try to give you a good summary of the responses to the questions that were asked. Verbatim quotes are shown in quotation marks and in italics.

Q: What do you like best about the Sunday races?

"Getting out on the water, having fun with likeminded people."

"Relaxed format, keen competition, positive participants, good courses."

"Fun friendly competition "

"Getting on the water, camaraderie, learning sailing skills."

Q: What would you most like to change about our races?

Race days? Three suggestions that we should consider racing on Saturdays if the weather outlook for Sunday is poor.

Race procedures? Four people would prefer fewer pursuit starts or a preference for a race series not to have a mix of start types.

Some interesting comments....

"More out-harbour races."

"In the summer some longer courses would be great."

"It would be good to see more people out sailing ... there are so many boats that stay at the dock."

"Make sure people have their PHRF validated by BC Sailing and not just taken off the internet."

Q: Is the 11:30am start time OK? Is the 3pm cut-off OK?

Most people seem to be happy with these times.

"Timing seems to work."

"Very civilized time to start."

A couple of people suggested starting at 11am, particularly in the summer and a couple of people suggested a later cut-off.

Q: Do you have any suggestions to improve the courses we sail?

The responses in this area were generally positive....

"Mostly happy with them. The challenge of selecting the right course with the large range of boat speeds has been recognized."

But there are some interesting comments which need further discussion....

"Make sure we start on an upwind leg."

"Maybe a mark over by Keats."

"More visible markers."

"On good days longer would be better."

"We often revert to a Soames Cable Bay race which gets a bit repetitive."

Q: What do you think of the idea of splitting the fleet into two Divisions?

On this question opinion seems to be split about evenly those who are not much interested and those who are quite keen. Here are some examples from both camps....

"It does not make sense to split divisions, PHRF makes a great job."

"There aren't really enough boats consistently yet to split into two divisions. Part of the fun is getting out and racing against a number of boats. I'm curious what the benefit would be."

"Maybe - or implement some mechanism to make the higher rated boats more competitive like modifying ratings after each race."

"Good idea."

"Excellent!!"

"Maybe a division or separate scoring for white sails only."

Q: Would you be in favour of having more special events?

This idea, if implemented post-Covid, has almost unanimous support.

"Great idea Bowen and back. I'm all for it!"

"I think this would be really fun and would build our sailing community."

"Nanaimo or Newcastle would be great."

"How about a race to Port Graves. Port Grave offers unlimited free secure moorage."

Q: Do you have any other comments or suggestions?

There were a lot of nice comments about how much people enjoy and appreciate our races, but we'll start by showing some of the suggestions, and finish with the appreciation!

"Maybe share the race committee duties across the fleet."

"For those one off casual races where it doesn't count towards any series to have the option to choose between NFS or spinnaker rating before the race."

"Have a Coaching Day where we film the sail shape and give help real time with a bull horn on a power boat containing seasoned veterans giving tips to the fleet."

"I like the idea of skippers volunteering to sail on other's boats to mentor new skippers."

"Is it possible to have the updates for Sunday morning races by text instead of email?"

"I hope that the reasons why SCYC was established as a separate entity from GYC are no longer valid; they lie in the past and should remain history. I would like to see the two groups come together again for mutual benefit."

"I live for our races so I hope those that put the effort in know that they are appreciated."

What now?

Thanks to everyone for your thoughts, enthusiasm, and support, and for the many excellent ideas and suggestions for us to consider. The Exec will be meeting to talk about the input you have given us so stay tuned!

Remember to look out for the notice for the annual general meeting until then:

See you on the water!

