

November 2020

Edition 3

## Sailing Tips & Gear Tips from Members

### Take 5's mast climber



# Sunshine Coast Yacht Club Newsletter

Welcome to our third edition. This quarter, the Sverre Bros are editing the newsletter and hopefully you will find something of interest... if not please email suggestions to improve! If you are a keen newsletter writer..please contribute!

## ***Time Flies! Can you believe this is our 5th Fall race series!***

Gary White, Alex Anglin, John, and I started the first race series in Oct 2016 as a test to see if others were interested in using their boats year-round to have fun on the water. At that time, we were getting 5 or 6 boats in perfect conditions. Recently in a driving rainstorm and little wind, we had 10 boats and now we often see 15 to 20+ boats racing!! Thanks to all the members of this club for continuing the growth and still making it fun!

## ***Racing update***



This has been a remarkably interesting 2020 sailing season. Despite covid and all we have had more races and a second regatta than ever. Covid will continue to affect SCYC for 2020 and probably well into 2021. We therefore will continue to run races as we have done with boat crews restricted to the crew members that the skipper is comfortable with. To keep the interest up, we will continue to use a variety of courses and starting procedures.

We will be sailing Sundays until late November or early December and then a break until late January.

In the future, we are going to try to find ways to include more crew if we can do it safely. One of the ideas is to build a virtual crew circle on our site that will allow skippers and crew to meet online, thereby avoiding the crew circle and skippers' meetings that we would normally hold. Other ideas??

To avoid the risk of being hoisted up the mast by someone on deck, I bought this Top climber. It was designed after similar rigs used by mountain climbers. It enables a sailor to climb an independent static rope, as shown below. For additional safety you can attach a separate halyard and have a person on deck control on a winch giving a complete backup system. The carry bag doubles as a pocket clipped on to the climber so you can safely carry tools and material up the mast. A unique aspect is that it raises you high enough to work on the top of the mast.

<https://topclimberinternational.com/>

When the timing is right, look for educational courses and more on the water training opportunities. In the meantime, enjoy the fall racing and stay safe.

## Meet a member – Marc Soprovich

### When did you start sailing?

My first experience with sailing came as crew (10 years) on Sandingo, Denis O’Briens 43-foot aluminum sloop built in Gibsons. We would race with the previous club twice a week. I later crewed on Asynchrony when Denis took his boat to Mexico.

### What is your favourite boat that you have owned?

I have had two boats. A Campion 602 motorboat and Sunshine, a 40-foot C&C. I still own both though I have had the motorboat much longer. I like them both equally for their designated task.

### Where is your favourite cruising destination?

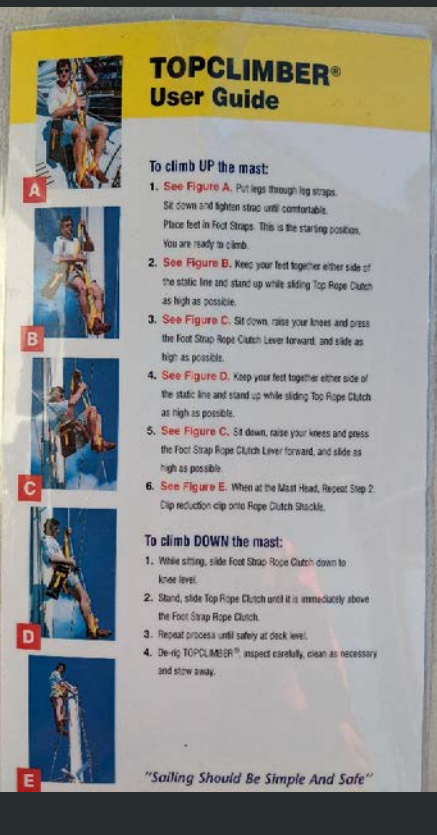
Tahiti was pretty good, but it still does not hold a candle to our cruising in Desolation Sound or the Gulf Islands.

### What is your best racing moment?

Coming up behind any small boat in a regatta with Sandigo. It weighed 27K lb and apparently sounded like a freight train. It was always interesting to see their eyes bulge.

### What is your favourite drink on board?

A little glass of Chardonnay while the barbi is working on some steaks on a warm summer evening anchored at Plumpers. Can’t beat it.....



## Humour section

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

From..

John S:

How not to anchor in Gibsons, and he did it 2 tides in a row...

Hard to beat that record!



## WHAT ARE CLUB RATINGS ALL ABOUT?

A few people have noticed that we have some comments about “club ratings” on the SCYC website and have asked what they are all about.

### ***First, a bit about ratings in general and the system we use.***

It is risky to raise the question of ratings and rating systems with sailors. While everyone agrees they are necessary to achieve fair results when different types of boats are racing against each other (as we do), everybody seems to have different opinions about which handicapping system is the best, and often hold opinions that their rating is unfair compared to someone else's.

The main thing to know about rating systems is that none are perfect, and that most recreational sailors do well by not getting too excited about them. However, they are needed.

We handicap the boats in our fleet using the PHRF (Performance Handicap Racing Fleet) system, administered locally by BC Sailing. They review the data for your boat compared to similar “base” boats and take into account any differences your boat may have. They then assign a rating which represents a time in seconds per mile - the lower your number, the faster you have been rated.

*Here is an example of the way the rating is used to adjust the results of a race with the actual official ratings of two boats in our fleet and an actual race in 2020 (Aura, a Tanzer 26 rating 234; and Alatus, a CS30, rating 177).*

Aura completed the race in 1hr 06min 15secs (3975 secs)

Alatus completed the race in 1hr 04min 00secs (3840 secs)

The elapsed times are “corrected” by applying a factor equal to  $650/(520 + \text{the PHRF rating})$ .

The corrected time for Aura is  $650/(520+234) \times 3975 =$

3427secs, or 0hr 57min 07secs

The corrected time for Alatus is  $650/(520+177) \times 3840 =$

3581secs, or 0hr 59min 41secs

So, in this example Alatus physically finishes before Aura but corrects out after Aura.

### ***What is the problem?***

The official rating assumes a well-prepared boat, with a nice clean bottom, good sails, and an expert crew. This may be OK for the big regattas but for the sort of racing we do every Sunday it often results in the same boats winning all the time - and this turns many newcomers off.

### ***What is the solution?***

## Nautical Knowledge

### Why is left called port on a boat?

The left side is called 'port' because ships with steerboards or star boards would dock at ports on the opposite side of the steerboard or star. As the right side was the steerboard side or star board side, the left side was the port side

The usual approach is to assign club level ratings where needed in addition to a boat's official handicap. There are many ways of doing this - we have tried a couple of them.

One is very simple - and that is for a skipper to voluntarily propose to the Race Committee a tougher rating for use for in-club racing. Mark Evans, skipper of Namba, and Ignacio Vuillez, skipper of Aura, have both done this. Aura's rating was reduced from 234 to 214, and Namba's from 133 to 120 and they are sailing the current series to these ratings. This has been particularly helpful in generating more exciting finishes to pursuit races.

Another solution we have tried is to have a golf style handicapping system, where individual handicaps are changed after each race. We have looked at doing this by giving the first boat in a race a tougher handicap (i.e. a reduced rating) by subtracting 3 points from their previous rating, and the last boat in a race by giving them an easier rating by adding 3 points. These changed club ratings then apply to the next race. We tested this by going back and applying this to the 2020 Spring Series to see what would happen. Here is the comparison:

#### **Boat Name Series points with Official Rating Series Points with Club rating**

Aura 7 became 9; Namba 12 stayed at 12; Slopalong

Placidly 19 became 17. There were 8 other boats in the

series and their overall positions were unchanged.

Obviously, this approach did not change the overall position results and it increases the work of the person doing the race results since the results for each race have to be done twice. Clearly such a system could be tweaked and maybe improved - but at this point we are not continuing with it.

We also considered a system currently used by Saltspring Island Sailing Club where they take the official rating for each boat and then apply specific allowances for such things as bottom condition, age of sails, allowance for boats sailing permanently without flying sails, etc. We have not gone further with this at this point - there is quite a lot of work to implement it and a lot of subjectivity to the allowances so we are not sure how much it would improve things.

Although not a rating change, another solution to avoid the "hot boats always winning" problem is having a good number of pursuit races. This



## Flying High



has proven popular partly because towards the end of each race the fast boats and the slower boats converge, and this is fun for everybody.

What do you think? We are always open to suggestions for improvement.

## Race Marks update...Mussels are miserable!

John and I had the pleasure of checking the marks, as they were floating exceptionally low in the water! On the cable bay mark the rope had a growth of 8 to 10-inch diameter of mussels and they are not easy to remove from a speed boat...That is about 3 months of growth!

Soames point mark had half as much about 3 to 6 inches and only about 2 inches diameter at Hopkins.... This will be an ongoing maintenance issue. Newly installed cable bay mark floating much higher!

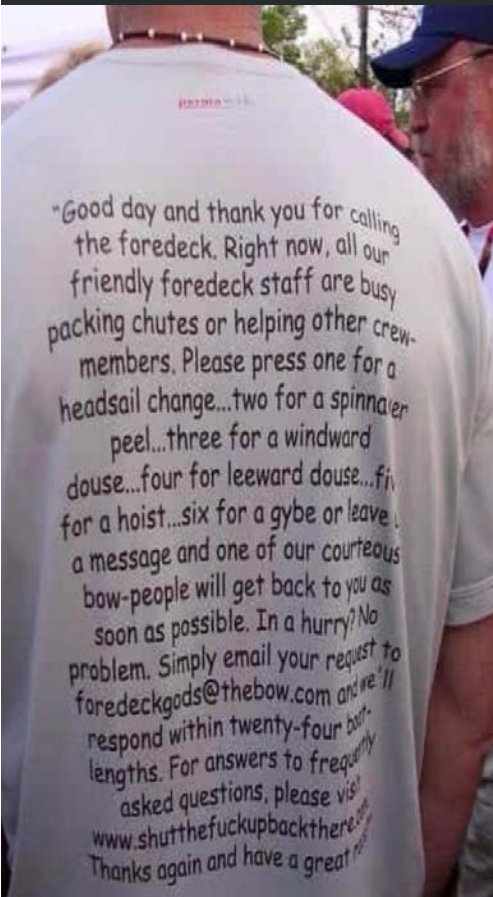


David P is reworking one mark with more flotation and some sort of mussel stripper! Stay tuned but if you see one very low in the water let us know or tie on some extra flotation!

## More Humour

From..

Kim Davies: a message from the foredeck



## Boats in our Fleet



### Asynchrony under sail

The Niagara 26 is a recreational keelboat, built predominantly of fiberglass, with wood trim. It has a fractional sloop rig, a raked stem, a plumb transom, a transom-hung rudder controlled by a tiller and a fixed fin keel. It only displaces 4,000 lb and carries 1,700 lb of ballast. Asynchrony can fly both an asymmetrical spinnaker and a traditional symmetrical spinnaker. Her overall length is 26.67 ft and her length in the water is 23 ft. Her beam is 8.33 ft. The boat has a draft of 4.42 ft (1.35 m) with the standard keel fitted. Asynchrony uses an outboard motor for docking and maneuvering. The freshwater tank has a capacity of 14 U.S. gallons.

170 of these sweet sailing boats were produced. The first 69 boats were built by Hinterhoeller (after George Hinterhoeller had left C&C and re-established his own company). Later boats were built under license by Goman Boat, and then Halman Manufacturing, all Canadian firms. An interesting part of the Niagara 26 is its relation to the Niagara 35 and the Nonsuch 30, as they all were built by George Hinterhoeller in Port Weller at the Lake Ontario end of the Welland Canal. George was a great builder and built the Shark and many C&C's.

This is Mac Dodge's third Niagara 26, two of which he sailed in Ontario. According to Mac, it is easy to sail due to the fractional rig and therefore it is a good boat to single hand which Mac has proven to do well. Mac also loves the versatility of Asynchrony; it is a great cruiser with a real touch of speed. In Ontario, Mac recorded a top speed of over 14 knots under spinnaker. Now that's sailing!

### **Other club updates**

Looking ahead we will have an AGM in February ( likely Virtual!) and will review the membership charges as we have a surplus this year so we can either lower fees or add programs... what would you like to see happen?

**See you on the water!**

