

May 2021

Edition 5

Winter Series top 3 boats



Third Place – Hara II



Second Place – Sunshine



First Place – janes addiction

Sunshine Coast Yacht Club Newsletter

Our fifth edition features a variety of information, from go to gear to go to sailing tips. Mark Evans from Namba is upping our fleets knowledge base as he has just completed the BC Race Officer Course and has kindly shared his findings in this edition. Another sail trim article by Brad Lowell also finds its way into our newsletter. Some starting tips, as well as the boat in our fleet and as always there is lots of current information on our website, as David Pritchard keeps our site current. www.scycsailing.ca

2021 Winter Series is officially in the books.

The Winter Series started on Jan 31 and finished on March 21 with 6 races run and 2 cancelled due to weather. Winter racing was not the cold winter racing of years past, but it still provided plenty of wind and some excellent racing. The courses took us out through the islands and into Howe Sound. Our fleet more than survived several windy race days, including of gusts touching over 30 knots. I was pleased to see how our fleet has improved its ability to manage the higher wind bands. The heavy air boat handling which includes early reefing, on board safety considerations and race traffic management is so much more predictable than just a year ago. The light wind is being managed better than ever, as I see boats finding wind lines, using current and tide to their advantage and adjusting sail shape. I have always maintained that racing gives us the opportunity to deal with many unexpected events on the water and provides us with the insight to solve them quickly when we see them again while cruising our boats. Congratulations to Peter on Hara II, Mark on Sunshine, and Rolf on janes addiction!

The board is well into the planning stages for the regatta in 2021. We have confirmed the dates of July 24 and 25th. We will change to a two-day format with a longer race on Saturday and two short in-harbour races on Sunday. The short races will start earlier, 10:30am, and be targeted to finish early in the afternoon so that any visiting boats could leave at a reasonable time. Look for the sailing instructions over the next few weeks. As always, if any member has ideas on how we can improve our racing program, please feel free to contact any of our directors (Anna, John, David P, David S or Rolf) and your ideas will most certainly be considered in our next meeting.

Autopilots for tiller steered sailboats by David Pritchard

Autopilots are great devices, allowing one to put the boat on a course and have it steered automatically and thus avoid the “tyranny of the tiller”. Particularly useful when sailing singlehanded, as many of us have been doing recently. They are not super expensive and are quite easy to install. The first photo on the left is similar to the ST2000 Raymarine that I have on my Martin 242. The second photo is like the Pelagic on Peter Heiberg’s Beneteau Figaro.



Raymarine ST1000+ tiller pilot
(about \$700 CAD plus tax)

2021 Spring Series has arrived!

As of writing this, we have already completed 3 races of the spring series. The weather is warming up and I hope to see more boats on the racecourse. A warm welcome to new member Warren Allen and his crew aboard Seascape, a Catalina 30.

A race around Hutt Rock started the series and then an interesting new course pictured below had to be deciphered by the racers on April 11th. There are 5 more races to go in the series, so I encourage all to get out and enjoy the racing in warmer weather. For the current standings and new course information make sure to monitor our website.

www.scycsailing.ca



Thanks to David S, John, and David P for the creativity to keep our courses interesting!



Pelagic tiller pilot (about \$900 US)

One big problem with the Raymarine devices (and similar ones from Simrad) is that they have a bad reputation for reliability - mainly the gears chewing themselves up under load and water ingress affecting the electronics. The Pelagic avoids most of these problems through better engineering and by having the electrical controls mounted in separate boxes away from weather exposure. If you are considering buying a tiller pilot look at the Pelagic. There are some interesting links on their website to offshore sailors who have used them - of note, Webb Chiles, who, not long ago, completed a circumnavigation at the age of 75 on a Moore 24.

Meet a member - Cliff Sutton aka Airplay!

When did you start sailing?

I don't think I really started sailing until I bought my first (and current) boat last year, right before the pandemic. Before that I crewed with SCYC, did the club boat program with GYC, and took a cruise-and-learn course with my wife - it's been since moving to Gibsons in 2018 that I've gotten very involved with sailing. I've had an interest since I was young, sailing here and there, doing a dinghy class at Jericho, but it's been owning a boat that's been the real start of my sailing experience.

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

For our cruising course we were aboard a brand-new Bavaria 34, and that was a wonderful boat to spend a week on.

Where is your favourite cruising destination?

So far, Desolation Sound, but I still have a lot of cruising to do around here. I've not sailed anywhere else that compares to this area.

What is your best racing moment?

In the final race of the winter series, I was able to complete the course single-handed for the first time, and I found that a very satisfying achievement.

What is your favourite drink on board?

When it's warm and sunny, Campari & soda. All other times, Fat Tug IPA from Driftwood.



Cliff aboard Airplay

Interesting gear

A wireless anemometer!



The SailTimer Wind Instrument™ is a new high tech masthead anemometer that transmits directly to apps on tablets and smartphones. Currently in development, it is designed to work with third-party apps, and has an accessory for plugging to NMEA networks.

Check it out at
www.SailtimerWind.com

The OneTouch Winch handle



The OneTouch Winch handle is what janes addiction uses on board. You can lock in and remove the winch handle with one hand by simply a squeezing the release lever.



BC Sailing Race Officer Course.

By Mark Evans

The rules of sailboat racing are governed by “World Sailing” with input from “Member National Authorities” (MNAs). Among these MNA’s is Sail Canada, whose member partners are the recognised provincial authorities. BC Sailing is the authority for British Columbia. World Sailing organizes input and production of the Racing Rules of Sailing (RRS) that are produced and valid for four years. The latest edition came into force January 2021. Two of the major changes in the 2021 -2024 RRS as it relates to race management are Appendix J, K and L, which stipulates what must be contained in the Notice of Race (NOR) and the Sailing Instruction (SIs). Previous rules had these notices repeat much of what was printed in the RRS and in each document.

BC Sailing provides training, race management, judging, as well as a liaison to Sail Canada and World Sailing. BC Sailing also offers a variety of recognised courses. Pre-Covid, courses were held in meeting rooms at yacht clubs such as RVYC, VRC and WVYC. This four-night Racing Officer course, however, occurred via video conferencing. The Race Officer course endorses participants to become certified Club Racing Officers (RO), responsible for heading a team called the “Race Committee” (RC).

It covered the duties of a Club Race Officer, including:
organization of the race committee,

Some Common Sailing terminology:

Bulkhead: Discomfort suffered by sailors who drink too much

Zephyr: Warm and pleasant breeze, named after the mythical Greek God of wishful thinking, false hopes, and unreliable forecasts

Beating to Windward: A method of flogging crew to increase upwind performance.

Chart: A type of map that shows you exactly where you are around

Estimated Position: A place you marked on the chart where you are not.

considerations when setting courses, starting, controlling events throughout the race, finishing procedures and assisting in protest hearings, including organizing judges and juries.

The course assumes participants are seasoned sailors. It is not for a beginning racer, however if you have been a skipper or crew on a boat for a couple of years and have followed the processes for the topics mentioned above, much of the information provided solidifies your knowledge and confidence.

Many duties of the Racing Officer are done prior to the race: Drafting the Notice of Race (NOR - the invitation to the event), Drafting the Sailing Instructions (SIs – specific rules as they relate to the planned event) and organizing the volunteers on the committee vessel and chase boats. On the day of the race, duties include setting the course, the starting line, and the finish line. After the race is completed, producing the results, and assisting in any protest hearings. Busy, busy, busy.

Setting the course is a huge part of the pre-race duties. Ideally, the course should be directly upwind and downwind. You may think that this is great for the fast boats with spinnakers however, what windward / leeward courses provide is room to pass and room to maneuver. Should the course be a reach / reach, the size is narrowed to the preferred tack back and forth.

Setting the course, the RO must consider the size. The course size should fit an appropriate time to complete the course considering geographical restrictions, forecast weather conditions and of course wind. For a single race event, the RO must set the course to conform to the SIs for start / finish times. For a windward / leeward course, timing the upwind leg is approximately 1.4 times the “time” of the downwind leg. The question to answer is: “How fast is the fastest boat going to round the windward mark?” The answer determines how far upwind to set the mark.

Next comes the start line. The start line should be perpendicular to the wind which would make it perpendicular to the next mark. The start line should be 1.5 times the length of the longest boat times the number of boats at the starting line. This keeps congestion to a minimum,

An entire evening of the course was devoted to the start. The SIs states the marks, if it is port or starboard rounding and the Committee vessel would have a course board to indicate the mark sequence. Flags will be displayed, up and down with appropriate horns at the described intervals. Don't get it wrong!!!

More Nautical Knowledge

What is the original meaning of:
Show One's True Colours?

Today it is used to describe someone's true character.

This saying originated when it was once common practice for ships to hoist their national flags before commencing into battle. Some ships would carry flags from many countries and hoist "false flags" to confuse or mislead their enemies.

What is the original meaning of:
Pipe down?

Today it means: quiet!

This saying is believed to have originated from the nautical practice of sounding the bosun's pipe at the end of each day to signal lights out.

What is the original meaning of:
Hand over fist?

Today it usually refers to something in abundance.

It however originates from a more literal origin – sailors would be tugging at lines as fast as they could, hand over fist, to trim sheets and raise sails.

We at the SCYC have it easy. The RC counts down the time to start and reminds skippers of the course to be sailed.

The focus of the course is to ensure that the event is safe, fun, and fair. During the course, tricks of the trade were shared from the instructors who have been RO's for the Olympics, Southern Straights, Swiftsure and many of the regional and national regattas. Most examples discussed were from large regattas. I do not think that I would be the RO where 180 lasers were lined up on the start line. Eight to ten persons were on the Committee Vessel and three or four mark set boats were available.

The next step to regain my certification as a RO is to run two races and have the club organization sign off on the events.

With that in mind, I have asked the SCYC BOD to allow me to run a couple of races. They have agreed in principle however, I still need to draft the NOR and SIs for their review, then maybe we can pick a date.

Next step - Regional Judge???

Shotgun Starts!



An old adage:

*Man puts em up;
God takes em down!*



Jane's addiction struggling with the spinnaker after being hit with a 30-knot gust on the way to Mariners Rest.

Shotgun Starts!

When the intrepid race committee radio voice of John Sverre calls for a shotgun start, I think back to some of the crazy start lines that I have been lucky enough to participate in. From the over 100 Hobie Cats at a regional state regatta in the 80s, to the uber aggressive over 50 M242s during a 90s Nationals, to the crowded, chaotic Bowen Island starts, starting can be an exciting but harrowing experience.

Here on the Sunshine Coast, our start lines tend to be longer and more accommodating. However, every starting line comes with its challenges and opportunities. A good start in a sailboat race is one of the key factors that determines where you will ultimately finish. In the previous edition I discussed what a good start should consist of namely:

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

No different from a pursuit start, I have 3 distinct phases to my starts: 1. Preparing for a start, 2. Prestart phase and 3. starting. As I discussed preparing for the start and prestart tactics in the previous edition, I will be concentrating on the start phase of a shotgun start. Make sure though, that you are on the start line on time and have a plan for the first leg of the race.

Our shotgun starts consisting mainly of points of land (Home Island or the sewer outfall sign on Gower Point), or marks navigational aids (the Green Lady or Soames). We rarely have the common start area which involves a pin at the port side of the start area and a committee boat that is stationed at the starboard end of line. Be sure to avoid boats that hail for room at the end of these stationary marks.

The first thing I like to do when I approach the start line, is to find the favoured end of the line. This is the side of the start line that is closest to the wind. The most common method is to shoot head to wind in the middle of the line. When I shoot head to wind and my sails are luffing on centerline, the favoured end is the one that is closer to the direction that my bow is pointing to. Take into account, that this area may lead to congestion and you may have to find a plan B location on the line.

On some of our long start lines, it's important to realize that the wind speed and tide can vary greatly from one end to the other, so it is also important to run up and down the line to determine whether wind strength or tide, might trump wind direction. Running up and down the line during your prestart is important for several other reasons.

Contact Rules at the Start line

Rule 14 requires all boats, at all times, to "avoid contact with another boat if reasonably possible." A boat includes all her equipment and her crew. Therefore, if a windward boat's mainsheet brushes the shoulder of the leeward boat's crew, it is contact.

Rule 11, 16 states that a boat to leeward can luff to head to wind but each time it changes course, it must give the windward boat room to keep clear. *Giving the boat you are luffing room to change course will avoid contact and is required.*

Rule 15 states that the boat that establishes overlap to leeward of the windward boat must initially give the windward boat room to keep clear. The windward boat must immediately react to the overlap. *Again, you can create an overlap but give the windward boat time to keep clear.*

I run the line to get a good sense of where the start line is, where others are setting up to start and to ultimately find a good lane to start in. When I have crew aboard, I will give the responsibility to the foredeck crew to keep me from starting on the wrong side of the start line or crossing the line early. The foredeck and at least one other crew also monitor the countdown and keep me well informed.

As I continue to run up and down the start line, I am looking for a lane that is close to the area of the line that I have decided to start from. I am always checking for traffic and trying to anticipate where others might be starting. I make a point of seeing where the good racers are planning to start from. I do not want to be pinned below a boat that points to windward better than I can. I want to have a lane that allows me to have good access to the wind rather than receiving the dirty air from another boat and being forced to tack away and likely changing my prestart plan.

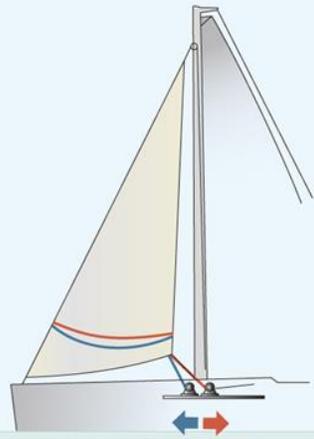
Remember before the start you can protect your lane by luffing up, preferably on a starboard tack to shake off a racer trying to take my lane. Getting to your spot requires timing and practice, and a good lookout to avoid any contact. Sail controls are key to controlling your boat speed.

If you have a bad start, do not panic, concentrate on smooth, fast sailing. Watch the leaders: it is possible to see the shifts as they come through the fleet, and then position yourself to make gains on each one. Consistently good starters have a mix of skills, all of which have been developed through practice.

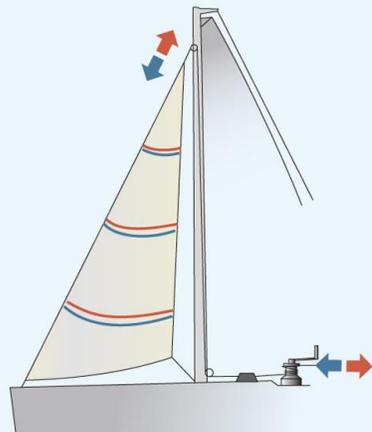


Typical Division 1 Wednesday night start in English Bay

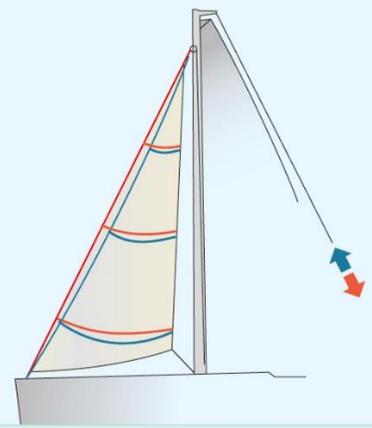
Jib controls



Jib car forward and aft -
effect on foot depth



Halyard on and off -
effect of draft position



Backstay tension -
effect on headstay sag

Thanks to Brad Lowell from the Garden Bay Sailing club for another article below on sail trim.

Changing Gears When Going Upwind

by Brad Lowell

So, much like driving a bike, it can help to think about sailboats as having different gears. For purposes of this article, we will be driving a two-speed bike. First gear provides more power for starting out or climbing hills and second gear is for when the bike is running at speed on the flats.

Racing sailors will talk about four or even five gears. I find it useful to think about it as a two-speed choice and when that becomes second nature the other gears are modifications. While sailboat designs are all different, boats are generally designed to reach hull speed when the wind is blowing somewhere between 8 and 15 knots.

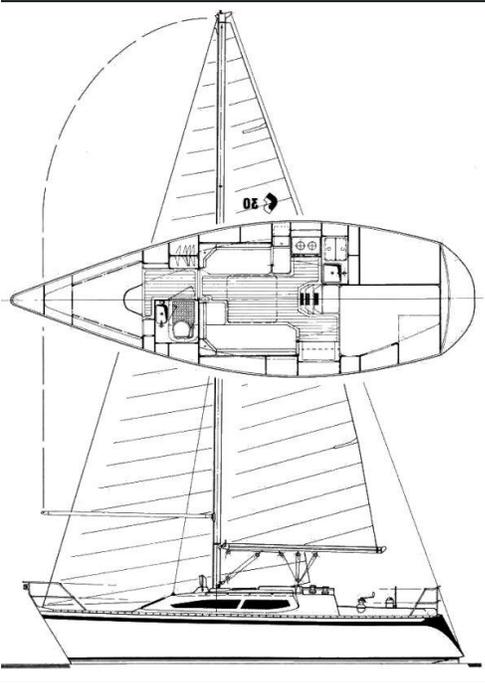
Getting the boat to hull speed is the job of the first gear. The gears on a sailboat are the sails and we can shift gears by changing the trim on the sails. A sail with a deep draft and having the maximum draft near the 50% point of the sail will be more powerful at lower wind speeds. As the wind and/or the boat speed increases, the sail trim should be adjusted to move the draft forward and -flatten the sails.

Let us look at a few examples. Your boat has just rounded the mark and tacked over – wind speed is constant, but boat speed has dropped off. Now is the time to gear down by easing the jib and main sheets and pointing approximately 10 degrees off of close hauled. As boat speed increases the jib and main sheets will be trimmed and the boat can be steered closer to the wind. Rounding a mark and immediately trimming the sheets to a close haul setting is like starting a hill climb with the bike in top gear.

Here is a common example in our harbour races – the sailboat is moving along well in good breeze and then sails into a lull. Realize now that the boat needs a more powerful sail to keep moving in the lighter wind conditions. What is your response? Ease the sheets, point slightly lower, ease the Cunningham, back stay, main outhaul, and halyards to increase the draft and move the draft aft in both sails setting the sails up with more power in the lighter air.

One more: a powerboat has gone by and left a large wake you must sail through. This will slow your boat down for the given wind conditions. Again, steer off of close hauled, ease your sheets and Cunningham to induce more draft until speed returns. Trim as speed returns and the boat is steered back to close hauled. Yes, this sounds like a lot of work...it is however these small and continuous changes that will make the difference over the course of the race. Practice until this becomes second nature and it can become a powerful tool in your racing kit.

Boats in our Fleet – CS 30



CS 30



Alatus under sail

The CS 30 was designed by Tony Castro and built by CS Yachts (Canadian Sailcraft) in Canada. 500 of these extremely popular sailboats were manufactured. The CS 30 blended cruising capability and some high-performance characteristics. The boat is light at 8,000 pounds but has lots of weight down low; the 43 percent ballast ratio keel has a draft of five feet, six inches. This is balanced by a tall double-spreader masthead rig with a good deal of sail area. The CS 30 has a fine entry and a very flat underbody. According to Castro, "all these characteristics will produce a fast, well-balanced performance hull with docile behavior and gentle motion through the water," which should satisfy both the cruising family and the club racer. *Vatche really enjoys the racer/cruiser capability of Alatus. The boat is quick on the racecourse and Vatche says it,s wonderfully comfortable at anchor. He also loves the layout, as all lines are led to the cockpit allowing him to comfortably single hand the boat.*