

GARDEN BAY SAILING CLUB

Next meeting

During the winter months we will be having our get-togethers only once a month. Please mark your calendars for the next meeting which is to be held at the Garden Bay Pub on **November 17th**. Remember that this is a casual gathering, which is open to all, regardless of whether you have or have not sailed in the Saturday Race. Please check with either Tom Barker or David Twentyman to see if there is a race that day, and what time to meet.

Skipper's Profile

Charlie Park

Charlie started to sail in the mid 1960's as a crew member out of West Vancouver YC, where he raced for the next 2-3 years until the pressure of three kids put an end to it for a few years.

It was not until 1977 that he once again started to sail, by chartering a 29' boat, and promptly set off with his wife, 3 kids and two dogs to spend a couple of weeks in the Gulf Islands. Very soon he realized that he did not know that much about handling a boat, which was made abundantly clear when he put a nice deep gouge down the side when trying to leave the dock!

But Charlie was undeterred and in 1978 purchased a Coronado 25, which served him and his family well, even if it was tight squeeze.

Around this time Charlie became interested in offshore sailing and joined the Bluewater Cruising Association in order to learn more about it. His first offshore trip was as navigator on a 45' sloop to San Francisco. The trip was fraught with difficulties, terrible weather, breakdowns and a navigator who was learning on the fly! The next trip was delivering a VicMaui

boat from Honolulu to Seattle. This was another eventful voyage having to jury rig the mast in the middle of the Pacific, but at least the navigator had learned how to celestially navigate. The following trip from Vancouver to Maui ended up in San Francisco due to crew problems. His final offshore trip was from Bermuda to Falmouth, which proved to be uneventful.

From 1984 to 1991 Charlie cruised their Cal 2-29 in the local waters, after which he bought *Frendy*, an Islander 36. He has made many updates and for the past 12 years has cruised extensively, including around Vancouver Island. He has also taken part in a number of Vancouver/Nanaimo single handed races.

Now we know why Charlie is a force to reckoned with in the Saturday Races

Lessons Learned by

Nick Loenen

When Nick set off to attend the Port Townsend Wooden Boat Festival it never crossed his mind that there were things that could go wrong, but as he writes there are always things that one can learn, and he wants to share these with you:

"We left Pender Harbour, August 31 for Nanaimo. Whisky Golf being closed, we laid course for south Texada. This side of Texada, the north-west wind was weak to moderate. Beyond Martin Island the seas turned choppy, a left-over from a stronger, earlier wind. The hull rolled considerably. The boom, out for a broad reach, swung suddenly striking son Jeff on the skull with a sickening thud. Except for a lump, he was ok, but the trip could have ended right there. I had forgotten to attach the restrainer to the boom and nearly injured my son.

"On *Lady Jayne* it is easier to first raise the genoa before raising the main sail. And thus a bad habit has developed. Mostly it has no serious consequences but motoring out of Montague Harbour we tried to raise the sails in a narrow channel during a strong wind. It could have ended badly. As soon as the genoa was up the wind swept the hull sideways even with the sheet loose and the little engine gunned. Unlike the genoa, the main can only be raised 'head to wind' lest the battens get hung up on the running backstays. We got out of this predicament, but not without scary moments. It could have ended differently. Lessons learned: ***bad habits can be dangerous!***"

Future plans

At the last pub meeting the idea was raised of doing a two day cruise/race to Nanaimo (among other destinations). I would be interested in knowing what level of interest there is among the members to follow up on this next year, and what months would be the most popular. Please give this some thought and let me know.

Summer Race Series 2012

Now that this series is over for 2012, I would like to provide you with some interesting statistics:

We raced 25 times this year, which is amazing when one considers the weather up till July.

A total of 22 different boats participated, and together they put in 170 appearances.

We averaged just under 7 boats per race.

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The most frequent participants were: *BC Navigator*/ Tom Barker (24), *Peregrine*/ David Twentyman (22), *Avanti* / Dave Zuest (20), *Starlight*/ Zoro Szabados and *Wings II*/ Andy Paulus each (14).

The maximum points available for participation were 125, and *BC Navigator* earned 117.5

The maximum points that could be awarded for finishing position was 402 and *BC Navigator* earned 174.7 *Peregrine* 160.7, *Avanti* 152.6 and *Starlight* 91.9 points.

The most successful skippers, although they made relatively few appearances were : *Seven*/ Dave Pritchard who won 67% of the races he sailed, *YippiKiYae*/ Diana Valiela, who won 45%, followed by *Avanti*/ Dave Zuest, who won 40%.

The Summer Race Series Trophy 2012 was awarded for the second year in a row to Tom Barker in *BC Navigator*, who earned a total 292.2 points. Second Place was awarded to David Twentyman in *Peregrine* with 268.2 points, and Third place was given to Dave Zuest in *Avanti*, who earned 250.1 points.

The prize giving took place at the Garden Bay Pub on Saturday October 13th. Keeper Plaques were handed to each of the skippers, and Pat Zuest, who attended the event, received the plaque for her brother Dave.

Skipper's Corner

A look at two of the fundamental Racing Rules of Sailing

Rule 11, on the same tack, overlapped. This scenario is governed by the definition of keeping clear. Let's imagine a Windward and a Leeward boat that are overlapped and sailing on exactly parallel courses. If they continue this way, no contact will occur. Does this mean that the windward, give-way boat, is keeping clear? Not necessarily.

The definition of keeping clear has an extra clause regarding boats that are overlapped and on the same tack: "One boat keeps clear of another...when boats are overlapped on the same tack, if the leeward boat can change course in both directions without making immediate contact with the windward boat." The windward boat must be far enough away to allow the leeward to change course, even if the leeward decides not to.

Luffing Rights. In this case a Leeward boat coming up from behind

establishes an overlap on a windward boat, which had been sailing clear ahead. The right of way shifts to the Leeward boat, but with limitations. Since the leeward boat got the overlap from behind he has no luffing rights.. Though the term "Luffing rights" is not defined in the rules, it has meaning in this case. The leeward boat can't sail above its proper course for the duration of this overlap. The windward boat has to stay clear even if it requires sailing above its proper course. As Rule 11 states, staying clear includes being far enough from the leeward boat to allow it to change course in both directions without immediately making contact.

Overlapped at the mark. This happens frequently at the leeward mark. We have two boats that were overlapped when entering the zone, and are about to round the mark to Port. The inside boat is entitled to room, and is also on starboard tack. But the inside boat is limited by rule 18.4 (Gybing When an inside overlapped right of way boat must gybe at a mark to sail her proper course, until she gybes she shall sail no farther from the mark than needed, to sail that course). Since gybing is part of its proper course to the next mark, it must gybe before leaving the mark.

**Carol Ships
Saturday
December 15th.
2012**

This year the Carol Ships are to be held on Saturday instead of a Friday, which means there will not be a Race that week.

Charlie Park (604-883-0453) is the contact man and it would be nice if we could get a good compliment of sailboats from the Garden Bay Sailing Club to participate in this fun event.

The details have not all been worked out but usually the boats tie up at Madeira Park after the event and everyone congregates at the Music School.

It is customary for everyone to bring some sort of finger food to the gathering to share with fellow boaters.

Look forward to seeing you there!