

GARDEN BAY SAILING CLUB

Summer Race Series

Results - April

The Summer Series has started and we have seen a good turn out for the four races held in April. Conditions have been ideal and there was some good and close racing.

The results for the month were:

Elua Makani (Sean McAllister)	49.3	points
Peregrine (David Twentyman)	45.1	“
Pretender (Claus Sjogren)	42.2	“
Frendy (Charlie Park)	41.1	“
Nexus (John Mattison)	34.0	“

Race Officers Course

SCYC organized an interesting course on Sunday April 9 covering the responsibilities of the Race Course Official. Claus Sjogren, Tommy Spooner, Chris Allen and David Twentyman were there from the GBSC. A total of 12 people attended the four hour presentation.



There are five levels of accreditation and the next level is Club Race Official.

The instructor was Paul Ulibarri who has 45 years in Race Management, and was most recently Olympic Race Officer in Qingdao. He had many tales of things that he had seen and experienced, which helped high-light the points.

Introduction to Racing Tactics

The SCYC is putting on this course on May 4 at the Kin Hut in Gibsons, starting at 6.30. The cost to non members is \$5.

Membership GBSC

So far 44 members have renewed for this year. However, we are down on 2015 and 2016 when we had 50 and 57 paid up members of the GBSC.

Secret Cove Race/Cruise

May 13/14

If you are planning on attending our first Race/Cruise of 2017, and have not already advised Charlie Park please do so ASAP. cpark@dccnet.com or 604-883-0453

Next Pub Meeting

The next Pub Meeting will be held on May 20 at the Garden Bay Pub. As usual this will be held following the race at around 2.30 to 3:00 pm.

Rules of Racing

The third and last presentation on the Rules of Racing will cover the Finish. This will take place on either May 6 or 13 after the race at approximately 2.30 to 3.00. Once again it will be held at Fielding's Boardroom.

Last call! Ladies Night Out Blues Festival

Darlene Kerfoot is organizing a Special Ladies Night to coincide with this year's

Blues Fest. She will be getting tickets for Saturday night June 3, at the Legion. Anyone interested in the Gospel show on Sunday can also let her know.

Tickets go very quickly so please advise Darlene as soon as possible

Please contact Darlene at dabo@telusplanet.net or 604-883-1155

Malaspina Regatta BBQ

Just a reminder that this year we will be holding the Malaspina Regatta BBQ at the Legion Hall in Madeira Park.

This means that you will not need to bring, chairs, appetizers, or dessert. You will be able to buy drinks of your choice at the Bar.

Another note is that children are welcome.

How Well do you know the Rules?

Test #1. A race committee boat is anchored at the port end of the starting line. Boat X starts and immediately catches the race committee boat's anchor line on her centerboard. Reacting quickly, X's helmsman heels the boat while his crew goes to leeward, pushes the anchor line down and frees it from the centerboard. X does not touch the committee boat, nor does she do a turn after the incident. Boat Y protests.

You are on the committee, how do you decide this?

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America's Cup

I know that many of you say that this is no longer 'sailing', and I don't disagree, however, it will provide some very exciting racing.

For those who are interested the

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schedule is as follows:

Louis Vuitton America's Cup Qualifiers
May 26 - June 3

Louis Vuitton America's Cup Challenger
Playoffs June 4 - 12

The America's Cup Match June 17 - 18 &
24 - 27

On June 16, 19 & 20 there will also be a "J" Boat regatta where eight of these beautiful boats (three of which are originals) will be racing. This should bring a smile to the naysayers!

Volvo Ocean Race

The Volvo Ocean Race is due to start in October, and all the boats are undergoing major refits to ensure that all of them are identical. This article gives you some idea of the precision that is sought.

"Within one-design rules, all rigs must be identical in terms of dimensions, weight and stiffness. The first 11 rigs to be bend-tested for the 2014-15 race showed a discrepancy of just 1.4mm across the board. The weight of the masts, as they were delivered to the boats, varied by just 1.35kg from heaviest to lightest that's a difference of 0.32%. the centre of gravities of the masts varied by just 0.2%.

The deck-stepped mast has a tube length of 28.4m and is built from High Modulus Carbon Fibre. It was designed in-house by Southern Spars using the DesMan and RigCalc software packages, integrated with the North Sails design software. The two companies have a long history of collaborating on masts and sails to achieve the ultimate above the deck package and this process produces the most integrated rig package possible, with the mast and sails performing in concert to produce the optimum shape and drive at all times.

Structurally, there are 202 pieces of Carbon Fibre pre-preg in each mast tube, with an additional 52 patches of structural reinforcement. Southern Spars' manufacture process, which includes the use of accurately placed ultra-thin layers of carbon, allows designers to be extremely precise with the placement and orientation of fibre, leading to the lightest yet most structurally sound masts available".

P.S. "MAPFRE", the Spanish contender in this years race, dismasted on their second day of training. They were experiencing 25 knots of wind and four meter high waves. The verdict is awaited as to what caused the mast to break.

N.B. Have you checked your rig recently?

Memories of running a marina

By David Pritchard

Two years ago my wife, Jennifer, and I sold Fisherman's Marina in Garden Bay after running it for ten years. We have many happy memories of the times there in the summer meeting a lot of wonderful people. A lot of hard work too. Things that seem amusing now, but which were not so amusing at the time, and which keep appearing in my memory, are the near disasters and the curious incidents where somebody behaves in a way which can't be explained.

The night the docks floated away:

It was a balmy summer night in our second year at the Marina in 2006 and the docks were full of pretty good sized cruising yachts. We were just about to sit down to dinner with six guests when the phone rang - it was the skipper of a large power yacht on our 400 foot dock. He said the "big ball at the end of dock is floating

away". I immediately knew this could be a big problem since it meant that the docks were actually floating away from the "big ball"! The "big ball" in question being an old Navy iron buoy of about six foot diameter and used to tie the western end of the main dock to a set of three large anchors with 1/2" chain. I had eyed it before thinking it looked pretty ancient but had not worried unduly.

Forgetting dinner, I ran down to the dock in a panic expecting to see expensive customer yachts beginning to drift across the Bay, or back towards John Henry's fuel dock. Fortunately there was very little wind and, except for the big ball now 50 years away from the end of the dock, there was as yet no disaster. On inspection it was obvious that the tang at the bottom of the "big ball", where all the anchors were connected, had broken. Exactly why it happened on such a calm night I don't know - if it had happened on one of the nights with with a 20 knot wind from the West things would have been a lot worse.

I quickly found a long length of old tugboat rope, jumped in a small boat and tied a length of the rope from the top of the iron buoy to the end of the dock - hoping that would stabilize the situation and allow my customers to continue with their happy hours without drifting ashore! Then a panic call to Bob Fielding who came over in short order and tied on enough additional rope to make sure that everything would not come adrift until he could get his crew over the next day to begin fixing things. Disaster narrowly averted.

The Bayliner dock attack:

On a busy afternoon in July I was walking down the dock having helped a visiting boat to tie up when I heard loud

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yells of “fire”, “fire”, “fire” and turned around to see a 30’ Bayliner arrowing straight toward the side of one of our 45” finger docks - not going very fast but fast enough to do serious damage, not only to the Bayliner and the dock, but also to the 38’ Hunter sailboat tied up on the other side of the dock. The shouts of “fire” continued for a second or two and suddenly the skipper of the Bayliner popped up on his bridge deck and pulled his throttles back. With the power off the boat slowed somewhat but the momentum carried the bow up on the dock where it stopped short of the Hunter by mere inches and then slipped gracefully back into the water. Amazingly there was only paint damage to the Bayliner and a small piece of the dock tie-up rail broken.

It turned out that the skipper of the Bayliner, when approaching the dock, decided he needed his handheld Vhf and ducked below to get it forgetting to slow the boat down. Meanwhile the very quick thinking skipper of the Hunter sailboat seeing imminent disaster shouted “fire” , “fire” as loudly as he could to alert the Bayliner man who he could see was otherwise occupied. Another disaster narrowly averted.

The mysterious Bayliner tow:

Dusk was closing in and we were having a few drinks with our summer dock crew before closing for the day when we heard a faint call on the Vhf from a boat saying that they wanted moorage for the night but had broken down “just outside the harbour entrance” and could we come and tow them in. Normally we would refer anyone wanting a tow to the water taxi/C-Tow but it was getting late and they seemed not far away so my friend, Rex, and I jumped in our 18’ Hourston runabout to go and tow them in. Soon we

were bobbing around outside the Harbour entrance not seeing any sign of the Bayliner and getting no response to Vhf calls.

We continued our search heading south towards Francis Point - nothing. Then Rex espied a lone boat about halfway across to the South end of Texada. Even though dusk was fast approaching we were now committed and we sped off towards the distant boat. When we got there there was no sign of anybody on deck so we circled and shouted - then a boy of about ten or twelve years old scrambled up to the foredeck and advised that they were indeed the boat that had called and that they had run out of fuel. Tying a line on the bow we began a long very slow tow back to the Harbour. Still no sign of anyone on the Bayliner except the young boy. Arriving back at the Marina in darkness we got the Bayliner tied up OK without further incident. Still no appearance of anybody except the boy - only a woman's voice from the cabin thanking us and saying they would see us tomorrow.

At about noon the next day a striking blonde-haired woman of about 35, dressed in very short shorts and a halter top with bare midriff, turned up and announced that she was the skipper of the mystery Bayliner. She then showed us her portable massage table and asked if she could set it up in the garden area outside the Marina office and moreover offered to give a free massage in exchange for free moorage. We reluctantly turned down the offer and she paid up. Then having set up her massage table, a swarthy male companion, whom we had not seen before, climbed up and for the next hour or so she gave him a very nice massage. We never heard the male partner say a word and we certainly had no

explanation of the previous evening’s mysterious behaviour. It takes all kinds!

Rules Test Answer #1.

Boat Y’s protest is disallowed. X does not break rule 31, Touching a Mark, because she does not touch the mark. The definition Mark reads, “An anchor line or other object attached accidentally to a mark is not part of it.” Furthermore, X does not propel herself by pulling on the anchor line; therefore she does not break rule 42, Propulsion.

Fair Winds

David LI. Twentyman