

GARDEN BAY SAILING CLUB

Winter Race Series 2018/19

October Results

We had a good start to the winter series, but the breezes were mostly light. The turnouts, however, were good, which made it more bearable!

The results for October were:

Linnea (Anders Rahmberg).	50.6	Points
Wings II (Andy Paulus)	44.6	“
Peregrine (David Twentyman)	41.9	“
Elua Makani (Sean McAllister)	37.6	“
Far Horizon (Ron Badley)	28.7	“

This is the first month in which we have used the new PHRF ratings, and it will continue to be a “work in progress”. Minor adjustments may be made if they are necessary.

I am delighted to report that this Winter Series has started off very well. The turnout has averaged ten boats per race, compared with only six in the previous two years. It would be nice to keep this momentum up through the winter months.

Winter Series Race Officials

The following people have volunteered to officiate the next five weeks of racing:

Nov 3	Charlie Park
Nov 10	Ron Badley
Nov 17	Claus Sjogren
Nov 24	Alain Catteau
Dec 1	Charlie Park

Races will be run using the fixed marks in the harbour to simplify things. Thank you to all who volunteered.

Next Pub Meeting

The next Pub Gathering will be after the Race on December 15, and will be held at the Garden Bay Pub. If you are not racing we should be there around 2:30, and I look forward to seeing you there.

GBSC Membership

At a time when most sailing clubs are suffering from declining memberships it is heartening to advise that the GBSC now has 66 members. This compares to a

membership in 2013 of just 28. Congratulations to all of you.

Our newest members are Jim and Ginny Loudon, who have a Catalina 30 called ‘Strider’. Welcome!

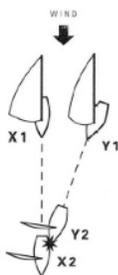
Carol Ship Parade

Dec 14/15

The date for the Carol Ship Parade is December 14, but if the weather is inclement then it will be postponed to December 15.

This is an Annual Pender Harbour tradition, and a lot of fun. I hope that as many of you as possible will decorate your boats, and come out to celebrate the Season.

Race Quiz # 13



Boats X and Y, on a downward leg, are converging on steady courses for ten seconds. X is to Y's right (looking downwind), and is sailing on port tack with the wind directly astern and her boom on her starboard side. Y is sailing “by the lee” with the wind coming over her starboard stern quarter and her boom also on the starboard side. They have contact with no damage or injury, and both protest. You are on the committee; how would you decide this?

Racing Rule 18

The racing rules are never easy to totally comprehend, but it is worthwhile re-reading them once in a while.

This particular rule concerns Mark-Room, and I raise it as we have had a number of close mark roundings of late, and we need to know our rights.

Rule 18 is “talking” to all the boats involved in the rounding or passing maneuver, but fundamentally it is talking to the outside or clear astern boats.

When rule 18 applies, outside and clear astern boats, whether on port tack or starboard tack and whether leeward or windward boats, must give mark-room to inside or clear ahead boats.

Another fact to bear in mind is that the three boat lengths Mark Room refers to the boat closest to the mark, not necessarily your boat.

Have you ever wondered how long it takes to cover the Mark-room if you are a 30 foot boat travelling at 4 knots it will take only 97 seconds. So plan in advance!

Answer to Quiz # 13

Boat Y is penalized for breaking rule 11, On the Same Tack, Overlapped. Whether a boat is on port or starboard tack is determined by her windward side. The leeward side of a boat is the side that is or, when she is head to wind, was away from the wind. However, when sailing directly downwind or by the lee (i.e., with the wind coming over her stern from the same side which she is carrying her mainsail), her leeward side is the side on which her mainsail lies. The opposite side is the windward side. Y has the wind coming over the same side that her mainsail is on (starboard), so the windward side is the other side (port). Therefore she and X are both on Port tack; and as the windward boat, Y is required to keep clear under rule 11.

Y also broke rule 14, Avoiding Contact, because it was possible for her to have avoided hitting X. Whether or not X could have avoided contact when it was clear to her that Y was not going to keep clear is a moot point. Even if she did break rule 14, X, as the right-of-way boat, would be exonerated for breaking rule 14 as the contact did not cause damage or injury (see rule 14(b)).

Fair Winds
David Ll. Twentyman