

GARDEN BAY SAILING CLUB

Pender Harbour Carol Ship Parade 2015



Carol Ship Parade

The Annual Carol Ship Parade took place on Friday, the 18th of December under a cloudy sky. Although a little drizzle fell towards the end, the Weather Gods cooperated for most of the evening. Afterwards, 7 out of the 12 boats tied up at Fisherman's and enjoyed a dock party, where first prize for the best dressed boat was awarded to *Wings II* (Andy Paulus). The runner up was *Sea Joy* (Grant and Joy Ellert). It was also nice to hear a tuneful rendition of a few carols, which helped to make the evening more festive. Well done to all who took part, and thank you Charlie Park for coordinating the whole event.

Next Pub Gathering

The next Pub meeting will be held on the 16th of January at the Garden Bay Pub. As usual, this will be after the race (around 2.30 pm) or at 12 noon if there is no race.

GBSC Membership

At the time of writing I am glad to say that the club now has 55 members. This is well up on previous years, and it would be nice to continue the trend and attract more new members to the club. It is that time of year again when membership fees are due, and I trust that you will all be renewing. I will be sending out the forms early in the New Year, and ask you to return them as soon as possible. Thank you.

December Racing

December had to be the first month that we have had no races. One storm after another blew through the harbour, but in between we had a day or two of sun before the next storm hit, but sadly never at the weekend.

However this respite has allowed members to re-equip themselves with new boats, and new sails! I expect to see some changes in the fleet standings as these boats get up to speed with their new toys!

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My last sailboat? by David Pritchard

I recently bought a used (2013) 24' J70 sailboat in California and trailered it back to Pender Harbour. I have not even sailed it yet and probably won't do so until the Spring - however I thought it might be interesting to compare the specifications and performance metrics of the new boat with some other boats in the GBSC fleet. I think a previous edition of the GBSC Newsletter talked about performance metrics such as the ratio of Sail Area to Displacement (SA/D) and Displacement to Waterline Length (D/L) so let's see what these numbers are for the J70 and some of the boats in our Saturday races.

As you can see from the attached photos the J70 is very different from any other boats in our fleet. It is small, light and, with its lifting keel, is easily trailerable. It is the very opposite of a cruising sailboat - my wife considers this to be a good feature since she is, to say the least, not an enthusiastic sailor.

My interest in it is mainly as a fast day sailor, often single handed, and as a fun racer when fully crewed. It should get up on a plane in



the right conditions which will be good for the adrenaline level of skipper and crew.

The following table compares the J70's specifications with those of three other boats in the GBSC fleet - my Martin 242, "Seven", David Twentyman's C&C 29, "Peregrine", and Ron Badley's San Juan S2 7.7 Grand Slam, "Awty".

	J70	Martin 242	C&C 29 Mk 1	SanJuan S2 7.9 Grand Slam
Length Overall LOA ft	22.75	24.17	29.58	25.92
Waterline Length LWL	20.47	19.25	23.58	21.67
Draft	4.75	4.75	5.25	5
Ballast lbs	630	930	2700	1750
Displacement lbs	1750	2500	7500	4250
!00% Sail Area SA sqft	226	280	422	329

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	J70	Martin 242	C&C 29 Mk 1	SanJuan S2 7.9 Grand Slam
SA/D Ratio = $SA/(Disp/64)^{2/3}$	25	24	18	20
D/L Ratio = $(Disp/2240)/(LWL*0.01)^3$	91	156	255	186
Ballast/Displacement %	36%	37.2%	37.2%	41%
PHRF Rating & Correction Factor	PHRF 117 TCF 1.0204	PHRF 158 TCF 0.9587	PHRF 174 TCF 0.9366	PHRF 174 TCF 0.9366
Adjusted minutes per hour	PHRF 117 TCF 1.0204	58	59	56

The SA/D Ratio indicates the power of the sail-plan relative to the displacement of the boat, regardless of length. Typical values are:

- 16 to 18 for Heavy offshore cruisers
- 18 to 22 for Medium cruisers (C&C29=18, SanJuan 7.9=20)
- 22 to 26 for Inshore cruisers and racing boats (J70=25, Martin242=24)
- 26 to 30+ for Extreme racing boats

The D/L Ratio indicates how heavy the boat is relative to its length. Typical ranges are:

- Ultra-light ocean racing boat.....60-100 (J70=91)
- Very light ocean racing boat.....100-150
- Light ocean racing boat.....150-200 (M242=156, SanJuan=186)
- Light cruising auxiliary boat.....200-250 (C&C29=255)

Clearly the J70 at 91 is in the Ultra-Light group and this is where it is radically different from other boats in the fleet. It will be interesting to see how this shows up in race times when we get sailing next Spring. I think most racers would say that the only really fair way to measure the performance of one sailboat relative to another is to have identical boats and this is particularly so in this case where the boat is so different. For that reason I will ask David Twentyman not to include my times in the adjusted race calculations. Of course that can be changed if the boat and skipper turn out to be embarrassingly slow.

I think that the J70 is going to be a handful to control in anything more than light winds when sailing single handed - and for this reason I'm getting the standard mainsail modified to put in a very large, and very wimpy, reef!

I look forward to seeing how it all works out. (and so do we!)

Dave

Ideas for the Winter Saturday Gatherings

I have a wide selection of videos which might be of interest to members. They cover a whole range of topics like: Boat Handling, Boat Building, Marine Engines, Wooden Boat Building, Legendary Boats, Marine Electrical Systems, Sail Trim, etc.

Please let me know if you would like to see them, and if so where your interests lie.

Thank You and Happy New Year!

Another year has come to a close and the Garden Bay Sailing Club can look back with pride at another very successful season. I would like to take this opportunity to thank all those who have helped over the past year, be it at the Malaspina Regatta, collecting marks after the Saturday races, or in so many other small ways. Your help is appreciated.

Louise and I would like to wish all of you and your families a Very Happy New Year, and we look forward to seeing you out on the water soon.

David Ll. Twentyman