

# GARDEN BAY SAILING CLUB

## Next Pub Gathering

The next meeting will be held after the race on Saturday, 15 November, at the Garden Bay Pub. If there is no race we will meet there at 12.30. There will also be a presentation on Race Rules.

## Carol Ships Parade Friday December 21

Have you thought about taking part in the 2014 Carol Ship Parade? So far the following boats have committed: *Peregrine*, *Frendy*, *Wings II* and *Adagio*. Please contact Charlie Park at 604-883-0453 or [cpark@dccnet.com](mailto:cpark@dccnet.com), or Bob Fielding at [gardenbaymarine@gmail.com](mailto:gardenbaymarine@gmail.com) or 604-883-2722 if you wish to take part.

The tentative plan is that the boats will gather in Garden Bay at around 5.30 pm. The procession will begin half an hour later, led by Bob Fielding in *Adagio*. The boats will follow the usual route from there to Hospital Bay, Duncan Cove, Irvine's Landing, Lee Bay, Mary Island, Whisky Slough, and end at Fisherman's Resort.

This year we thought that we would try an alternate venue for the after parade party. So come prepared to party on the docks, and bring your own libation and snacks. More details will be posted later.

## October Races

Well it is October and a few hardy souls did get 3 races completed. The race on 18 Oct was one to remember, with winds gusting to 25 knots! Sean McAlister crossed the line first, and the experience has made him a convert to our Saturday Races! All the other skippers enjoyed the chance to test their mettle in the strong winds.

## New Members

I am happy to say that we have had two new sailors apply to join the GBSC in the last month. They are Marten Mees, and his wife Carolynn, proud owners of a Bavaria 40 called *Stella Six*. She is currently in cruising mode, but Marten is keen to crew in some of the Saturday Races. His email is [mljua@hotmail.com](mailto:mljua@hotmail.com)

The other potential new member is Ralph Sonen who owns a Catalina 27 and is keen to crew, until he gets her ready to

race. He can be reached at 778-886-0344 or [ralphs439@gmail.com](mailto:ralphs439@gmail.com).

Please join me in giving them a warm welcome. If anybody wants crew please call either of them as they are keen to get out and learn the tricks about sailing in Pender Harbour.

## Skipper's Boat Pretender Peterson 35 Claus Sjogren



When I first started crewing in the Vancouver area in the late 1970's, one of the most successful and beautiful (I think) boats competing in the VARC series was the Peterson 35 designed by Doug Peterson and built locally by Don Martin. In 1973, *Ganbare* won the One Ton Worlds and set the sailing community agog. Don re-designed the top sides, kept the *Ganbare* hull and under licence from Doug Peterson started building the Peterson 35 Mk II. Boats such as *Brigadoon* and *The Good The Bad and The Ugly* (later called *Level Crossing* and then *Pretender*) did very well and were named Boat of the Year on several occasions.

Imagine my excitement when visiting Pender Harbour and getting an ice cream cone at John Henry's when I spied a rather

dilapidated looking Peterson 35 sitting at the dock...*Pretender*. She had been for sale for a while and many a wiser sailor had passed her by for all the obvious reasons. Her decks were cracked and leaking badly, the floor boards were awash, the upholstery moldy, the woodwork black and the electrical panel green and mostly corroded, and the engine running but not very well. The winches and deck gear were old and non functioning mainly. It did have several sails, however, the newest being from 1986.

"Fools rush in where wise men fear to tread"....need I say more!? An extensive upgrade followed to salvage the boat. Most of the balsa core deck was replaced by plywood, the deck hardware was replaced and the whole top sides had to be re-glassed to cover the cracks and holes and below the waterline, blisters etc. were repaired. The engine, a 20 horsepower Yanmar diesel was also overhauled. Luckily all of this was a labour of love and with the understanding and blessing of my wife. The process is still ongoing. Much pleasure has been derived from cruising with family and friends and of course the Saturday races are the highlight of the week.

Some of the specs for this boat are as follows:

LOA - 35.4 ft.	LWL - 28.5 ft.
Draught - 6.0 feet	
Ballast - 6500 lb. lead	
Displacement - 12500 lb.	
Fin keel/Spade rudder	
Masthead sloop	
Twin grooved forestay	
Tiller steering	
Folding Martec propellor	
Custom tall rig	
Airex cored hull	
Balsa cored deck (partially)	
Mainsail area - 237 sq. ft.	
150 percent heavy genoa - 593 sq. ft.	
Fuel - 140 litres diesel	Water - 120 litres

As a concluding note, the name "Pretender" is derived not from my sailing skills, but from a previous Scottish owner who was obsessed with all things Scottish and named her for his hero, Bonnie Prince Charlie, the PRETENDER to the throne. Clever parallel I thought. Anyways, that's my story and I'm sticking to it!!

Claus Sjogren

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## Upwind - Medium Conditions 10 - 20 knots true wind

Last month we looked at sail trim in light air conditions, which are the conditions we experience more often in Pender Harbour. But as the wind increases to the medium range, the boat begins to power up and the crew weight (if you have any) is needed on the windward rail to keep the boat balanced. This is when we need to change gears and flatten out the sails to reduce drag, improve boat speed and point higher.

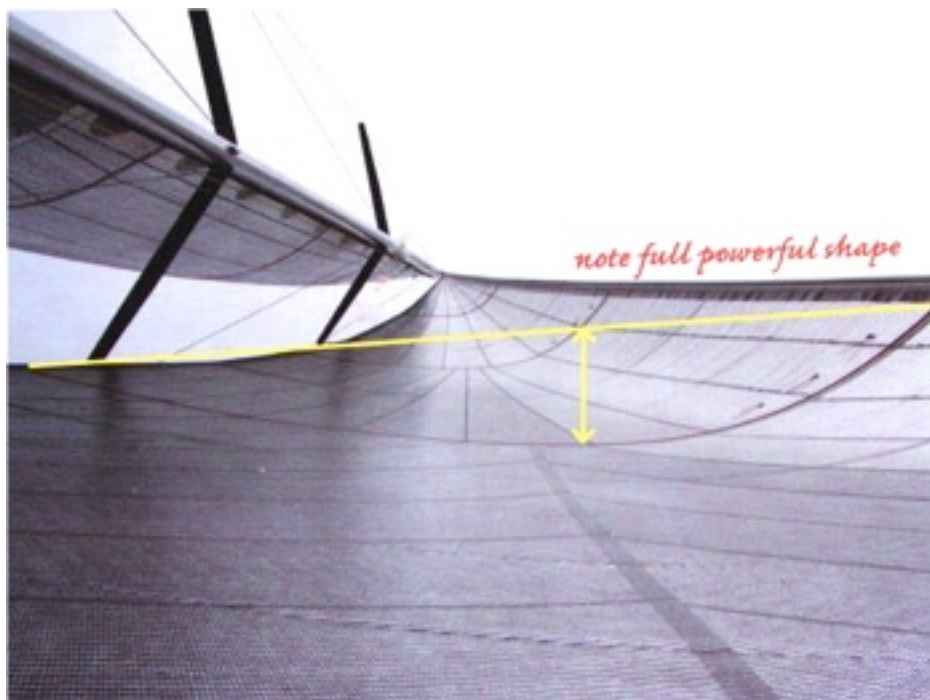
To do this the backstay tension should be increased enough to take the sag out of the forestay, which automatically flattens the entry on the headsail. This keeps the draft in the designed position. The easy indicator is there should be just enough tension to remove the horizontal wrinkles at the luff. The genoa cars need to come aft, when the boat becomes overpowered, as this will flatten the foot area and exhaust the upper leach. The genoa sheet should be trimmed to keep the leach approximately 20mm from the spreader. See Picture #1.

The luff tension of the main can be increased with the cunningham, but be careful not to over do this as this can cause excessive back winding by moving the draft too far forward. Having just enough tension to remove the horizontal wrinkles in the luff seems to work well on most mainsails. The traveler should be positioned so the boom is on or slightly to leeward of the centre line. The mainsheet should be trimmed to have the upper leech telltale almost flowing, as this helps with higher pointing ability. See picture #2.

The skipper needs to steer as efficiently as possible to keep the boat moving and to keep the boat's speed up. It is easy to make the mistake of pinching up and pointing too high. When that happens the boat slows down, which reduces the lift generated from the keel and it increases the boat's leeway. It is important to keep the speed up. The crew should be encouraged to sit on the windward rail to reduce excessive heeling and present the maximum sail area to the wind.

Good Luck!

Fair Winds,  
David Ll. Twentyman



Picture #1 Genoa Trim. Note that the forestay sag is gone and the draft has moved forward, as a result of tightening the backstay. It also shows that the upper leach is opened a little as a result of moving the genoa lead car aft.



Picture #2 Mainsail trim. The slightly flatter shape has been induced using the Cunningham and increasing the outhaul. The traveller has also been dropped to position the boom in the centre or slightly to leeward, and the sheet has been trimmed to have the upper telltale almost stalling.