

GARDEN BAY SAILING CLUB

Summer Race Series 2014

We are two months into this Series and the leader is Andy Paulus in *Wings II* (97.4 points) followed in second and third place by David Twentyman in *Peregrine* (91.6), and Claus Sjogren in *Pretender* (57.1).

The first three places in May went to: *Peregrine* (50.9), *Wings II* (49.9), and John Mattison in *Nexus* (42.1).

The number of boats in each race averaged only 5 in May, compared to seven in 2012 and 2013.

25th Malaspina Regatta 28 June 2014

It is only one month until we will be hosting the 25th Malaspina Regatta. Volunteers are once again needed, so if you have not been in contact I would appreciate hearing from you as soon as possible, so that we can allocate some of the jobs.

Please see attached flyer for details of the Regatta.

Secret Cove Race/Cruise

Regrettably due to a lack of interest this cruise had to be cancelled a week before it was scheduled to take place.

The next Race/Cruise is to Van Anda and is scheduled for the weekend of 12-13 July.

Please keep Andy Paulus informed of your interest.

Next Pub Gathering

We will be meeting at the Garden Bay Pub on 14 June. As usual this is after the race or around 12.30 if there is no race. I look forward to seeing you there!

Schooner Cove Race

The Schooner Cove Yacht Club has advised us that they will be holding their Around Lasqueti and Around Sangster Island Races on June 6-8. If anyone is interested in participating please contact the writer for details.

UK Sails Seminar

Stuart Dahlgren has very kindly offered to give another talk in the Fall. The topic is yet to be finalized. Stay tuned for more details.

Skipper's Boat

The Thunderbird - a legend that lasts! Diana Valiela & Greg Merrick

In 1957 the Douglas Fir Plywood Association in Washington State was interested in promoting the use of plywood and asked one of its employees, a Tacoma sailor, to put out design requests for a sailboat built of plywood. The boat had to be: a cruising and racing boat; sleep four; be buildable by a reasonably skilled amateur; have an outboard auxiliary motor; and outperform other sailboats in its class. A cash prize for the winning design was offered.



The accomplished naval architect Ben Seaborn took up the challenge, taking his design ideas to Ed Hoppen's Eddon Boat Works in Gig Harbor. He and his shipwrights came up with a method of home construction using bulkheads, long stringers and marine plywood sealed with fibreglass, the boat being built upside down. The plans could be bought cheaply (now from the Thunderbird International Class Association "ITCA"), and the boat can be built at home in under 2,000 hours (so they say...).

Thunderbird #1 was launched in Gig Harbor in November 1958. In 2008, it was the subject of the Thunderbird's fifty year celebration in Gig Harbor and it is now owned by the Gig Harbour Peninsula Historical Museum.

In 1959 the ITCA was formed and it published the Black Book of required one design dimensions and specifications. Strict limits were (and are still) placed on sail materials and number of sails that could be purchased to ensure a level racing field regardless of financial status. More recently, an optional larger than original spinnaker and pole was approved but, when used, the boat's rating is affected. T-Bird international and regional championships require boats to have measurement certificates showing conformance to Black Book specs and require measuring sails and weighing the boats for conformance with minimum racing weight.

Many T-Birds were built in the years that followed, including measured and registered T-Birds (e.g., our club's Yippee-Ki-Yae, #1174) as well as numerous cruising T-Birds. Fleets were formed on the West Coast of the U.S., B.C. Ontario, the Maritime provinces, Massachusetts, and Australia. International, regional, and fleet T-bird one-design championships are held on an ongoing basis, with very active fleets including Seattle and Victoria. There was a large active fleet in Vancouver in the years before the 1979 worlds held in English Bay, but now there is no organized T-Bird fleet in Vancouver.

Since 1971, all-fibreglass (no wood - heresy!) T-Birds meeting Black Book specs have been class-legal and plans for them are also available from the ITCA. Many wood-hulled T-Birds, including Yippee-Ki-Yae, have replaced the original wooden flat-coachroof deck with a fibreglass "cruising deck" which gives more headroom in the cabin, but also meets class specs. A few commercial manufacturers of all-glass T-Birds exist, including Booth Enterprises in Victoria. John Booth is an incredibly knowledgeable and patiently helpful resource on all things T-Bird, as well as still challenging on the race course with his own "Leprechaun".

The original rudder was squarish and spade-shaped; most T-birds now have a deeper high aspect rudder which works much better when the boat heels over and allows lovely controlled fast spinning around marks. The original mast and boom were wooden but most boats, old and new, have replaced them or built them with aluminum spars. *Continued on page 2*

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The hard chine gives the boat amazing stability. It has a hydrofoil keel that gives it lift and its minimum racing weight of 4,000 lbs. means it is very quick under most conditions. T-Birds have competed successfully in handicapped events in windy places like San Francisco and Australia as well as in not so windy places like English Bay and Pender Harbour.

It should be mentioned that the T-Bird, with an overall length just under 26', is also a wonderful cruising boat compared to other boats of its size. Yes, it is "camping cruising", but it can sleep 4 in the cabin and has excellent stability in weather. If equipped with a 9.9 outboard it can cruise at 5+ knots in the Desolation Sound summer doldrums. Many coastal BC and Washington State sailors have fond memories of cruising a T-Bird as children with their parents.

The T-Bird is a fractional sloop with LOA of 25.98' and it has a 7.54' beam. The sail area is 309 square feet. Most are fiberglass spars. Detailed specs are given in http://sailboatdata.com/viewrecord.asp?class_id=269.

Yippee-Ki-Yae

Thunderbird # 1174

Diana Valiela's interest in Thunderbirds goes back to 1980, when she bought her first T-Bird because she wanted a keelboat she could easily single-handle to take her young kids cruising. "Tweety" was great for the purpose and Diana cruised it for 10 years. But it was not a racing boat – it was a typical home-built with wooden spars and a spade rudder and was not rigged up for racing. So at the same time she started crewing on *Thoreen*, #1130, which had been built for the 1979 world championships held in Vancouver. Beginning with the 1981 world championships in Toronto, Diana crewed on *Thoreen* in international, regional, and fleet T-Bird championships until 2002, when she bought Yippee-Ki-Yae.

T-birds are easily and inexpensively available for sale, particularly for a buyer who has the time and motivation to repair and restore. However, Diana looked for over a year to find a used T-Bird in the kind of condition and racing shape she wanted.

Yippee-Ki-Yae was launched in 1981. The hull is fiberglass "skin" over plywood

and it has a glass cruising deck. It was raced by at least two different previous owners. Just before Diana bought it, the seller had it totally reworked, including the interior and rigging, by Jespersen Boat Builders in Sidney. It came with an outstanding sail inventory, including a new main, new mylar (now ITCA sanctioned) genoa, new UK storm jib, and two spinnakers, as well as a full set of cruising sails in very good shape. In short, there was little to do but buy a whole-boat Sunbrella cover to preserve its wonderful condition and to race it. A couple of years later Diana bought a used J-24 spinnaker pole and two spinnakers, which conform to the new optional larger chute rule once slightly re-cut. The larger chutes are important for one-design T-Bird events, in which most boats will opt to use the larger spinnaker.

In 2011, she moved Yippee-Ki-Yae to Pender Harbour and has been racing it with her partner Gregg Merrick whenever they can get away from Vancouver.

Rules of Racing

In Pender Harbour we are used to light winds, but there is one Rule that we should all bear in mind. This falls under Part 4 - **Other Requirements when Racing.**

42 Propulsion

42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of the sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

- (a) pumping: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartships body movement;
- (b) rocking: repeated rolling of the boat, induced by
 - (1) body movement
 - (2) repeated adjustment of the sails or centreboard, , or
 - (3) steering;
- (c) ooching: sudden forward body movement, stopped abruptly;

(d) sculling: repeated movement of the helm that is either forceful or that propels the boat forward or prevents her from moving astern;

(e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

42.3 Exceptions

(a) A boat may be rolled to facilitate steering.

(b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.

(c) Except on a beat to windward, when surfing (rapidly surfing down the front of a wave) or planing is possible, the crew may pull in any sail in order to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind.

(d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.

(e) If a battren is inverted, the boat's crew may pump the sail until the battren is no longer inverted. This action is not permitted if it clearly propels the boat

(f) A boat may reduce speed by repeatedly moving her helm.

(g) Any means of propulsion may be used to help a person or another vessel in danger.

(h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and any equipment other than a propulsion engine. However, the use of an engine may be permitted by rule 42.3 (i).

(i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

Come out and enjoy sailing in Pender Harbour!

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