

GARDEN BAY SAILING CLUB

Saturday Races Schedule

The informal questionnaire that was sent out by Ron Badley did not produce a clear answer about the preference for Saturday versus Sunday races. After a lengthy discussion covering time of starts, courses, location of start line, in port vs out of port races, it was decided to stay with Saturday, with the option to change based on weather.

David Twentyman asked skippers if they could contact him by 10 o'clock on Saturday each week if they intended to race. At 604-883-1199 or by email davitttwentyman@dccnet.com. This makes it easier to advise participants of any cancellations etc. Thank you.

Saturday Race Duration

At the Pub gathering on the 17th of October it was agreed that we will put a two hour duration on Saturday in-harbour races. In the last year most of the races have been completed in one and three quarter hours.

Saturday Race Results

Fall is now with us but the cooler, wetter weather has not stopped skippers showing up for the Saturday races. We continue to have a minimum of eight boats out each week, and we even had twelve on the 11th of October. We managed four races out of a possible five, which is not bad for the entire month.

The most exciting race was held on the last day of the month. The conditions were squally as the boats assembled for the start, which had been moved down to Oyster Bay. There was a certain amount of confusion at the start but the lead boats soon took command of the race. A strong gust hit as they passed Mary Islet, putting many rails in the water, to the joy and consternation of the crews! By the time the first six boats rounded the Skardon Islands there were two races, and many

races within races as skippers tried to pass the boat in front of them.

The win went eventually to AWTY, with a comfortable 9 3/4 minute margin. Well done Ron!

Next Pub Meeting

The next Pub meeting is scheduled for the 14th of November 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.

Carol Ships Parade

Friday, 18th December

The date is fixed for the Carol Ship Parade. Please mark it in your calendars.

The initial plan is to follow last year's format. Following the harbour cruise we will moor at a marina (still to be finalized) to have a dock party.

If you know you will be participating please contact Charlie Park at 604-883-0453 or cpark@dccnet.com

Last year we had 12 boats let's see if we can increase the numbers.

Pender Harbour Days

The dates are 8th - 10th July 2016. Once again the GBSC has been asked to put on a race, which will be open to all comers, and we have agreed to do this. We may have two races, one on Saturday and one on Sunday. Stay tuned.

Skipper/Crew Profile

John Farquhar

A new member of the GBSC, but a familiar face in Pender Harbour. John was taught to sail by his father, on Yeadon Tarn in Yorkshire, in a Mirror dinghy when he was 11 years old.

He went on and raced with varying degrees of success in : Mirrors, Herons, Enterprises, Larks, National 12's, International 14's, Marauders and finally 8 Metre Cruiser Racers

John taught theory and a bit of sailing through Royal Yachting Association Courses.

He led company "Bonding Sails" off the west coast of Scotland.

John did bareboat charters in the Mediterranean primarily out of Piraeus, Nice and St Tropez.

He also bareboat chartered from Oban, Dunstaffnage, Ardfern and Ardrossan (which all sound like good Scotches) on the west coast of Scotland.

For many years he led an annual "boys" sailing week off the west coast of Scotland before arriving in Canada.

Since being here he has had very limited Canadian experience. He helped move a yacht from Thunderbird Marina to Pender Harbour, and he sailed down from Port Hardy. Both of these trips with a Vancouver boat owner.

Since then he has frequently crewed for Sean McAllister on *Elua Makani*. More recently he took the tiller of Barbara Nield's *Fenix*.

We hope, now that he and his wife have joined the GBSC, we will see them more often either skippering or crewing, somewhere in the fleet. Welcome John and Leani!

Sail Trim

I think that I may have issued the chart on the reverse of this page in an earlier newsletter, but think that it is worth sharing once again. It was made up by Ian Short a well known sail maker in Australia. I find it a very useful reference and have a laminated copy on *Peregrine* for quick reminders of all the things I should be doing!

Fair Winds

David Ll. Twentyman

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Ian Short's Sail Trim Guide

Point of Sail	Wind Conditions	Goal	Backstay	Luff Tension	Outhaul	Genoa Car	Traveller
Upwind	LIGHT 2 - 10 knots true	- power up	Ease backstay to induce forestay sag and straighten mast bend which induces fullness forward in both sails for maximum power	Ease luff tension to induce sag in forestay, maximum depth of sails approximately 35% headsail and 40% main	Ease 50 - 70 mm	Tell- tales break evenly when slightly luffed (optimum sheeting point) leach 20-40 mm from spreader	50-100 mm to windward, trim mainsheet to induce optimum twist
	MEDIUM 10 - 20 knots true	- reduce drag - improve boat speed - point higher	Backstay medium to reduce forestay sag and increase mast bend to flatten the entries of both sails	Increase luff tension via halyard or Cunningham enough to remove horizontal wrinkles	Bring on to begin to flatten lower sections in main	Cars aft to flatten foot and exhaust upper leech, leech approximately 20 mm from spreader	Traveller centred or slightly to leeward
	HEAVY 20 - 30 knots true	- reduce drag - reduce heeling	Backstay on to 'blade' main and tighten forestay to eliminate sag, ease backstay lightly to remove diagonal overbend creases in main	Tension halyard and/or Cunningham to keep draft forward	on hard to flatten foot	Car up to 300 - 400 mm aft of optimum sheeting point to flatten headsail and promote twist in top of sail	Ease and play traveller constantly to power up in lulls and dump air in gusts
Reaching	LIGHT 2 - 10 knots true	- power up	Ease backstay to induce sag in forestay and straighten mast to induce fullness forward in both sails	Luff relaxed to induce sag in forestay and fullness forward in main, slight horizontal wrinkles in main's luff	Ease 70-100 mm	Tell-tales break evenly, move leach outboard to open up slot and avoid back winding main	Position traveller to keep telltales and leech ribbons flowing
	MEDIUM 10 - 20 knots true	- reduce weather helm - reduce heeling	Tension backstay to help flatten entry in main and Genoa	Tension halyard and/or Cunningham to hold draft forward with slight twist in main	Tension to begin to flatten main	Move cars aft and open slot, to flatten foot and twist upper leech area	Ease traveller, play in gusts and lulls
	HEAVY 20 - 30 knots true	- maintain control - reduce weather helm - no rounding up	Backstay on hard to flatten and depower main and headsail	Tension halyard and/or Cunningham on hard to keep draft forward	on hard to flatten foot	Move car aft to open slot, flatten foot and open twist in upper leech	Play traveller aggressively to keep boat balanced through gusts and power up in lulls

DON'T FORGET STARBOARD TACK RULES.....NO MORE EXCUSES!
AND DON'T FORGET SCULLING WITH ONE'S RUDDER IS ALSO NOT ALLOWED!