

GARDEN BAY SAILING CLUB

Carol Ship Parade Friday December 19

So far we have 10 boats saying that they will be taking part in this year's parade, half of which are from the GBSC. We would like to see more boats and there is still time to get involved...just contact Charlie so he can keep track of the numbers. cpark@dccnet.com or 604-883-0453

Last Pub Gathering

At the post race meet on 15 November there was a useful and interesting discussion about "Barging" on the Starting line. For those of you who were unable to attend I will try to summarize it here.

Firstly a reminder about the Rules of Racing which are split into a number of different Sections:

A: covers Right of Way. *A boat has right of way over another boat when the other boat is required to **keep clear** of her. However, some rules in Section B, C, and D limit the actions of a right-of-way-boat.*

B: General Limitations. These cover Avoiding Contact, Acquiring Right of Way, Changing Course and On the Same Tack; Proper Course.

C: At Marks and Obstructions. *Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them.*

D: Other Rules., which covers such things as Starting Errors; Taking Penalties; Moving Astern, Capsized, Anchored or Aground; Rescuing, and Interfering with another boat.

As you will see in the preamble to Section C, this rule is specifically switched off during that very short time that boats are approaching the line to start.

This then leaves one with a very clear windward-leeward situation, and the leeward boat can sail as high as she wants even up to head to wind, and all windward boats have to stop or tack or do whatever it takes to keep clear. But it comes down to a matter of timing as Rule 16.1 states that a right of way boat shall give the other boat room to keep clear. So, if the leeward boat

decides to luff the other boat too late in the approach (which leaves the windward boat with no escape) then she will be in the wrong and penalized.

The next time you are on the start bear this in mind and TRY NOT TO BARGE!

Next Pub Gathering

It was decided that there would not be a gathering in December, as there are enough other things taking place.

The next meeting will be in January and there was a request to review the Rules relating to mark rounding. The date will be announced in the January Newsletter.

November Racing

Well it is November and even with calendars getting filled with other events, we still managed to get in three races this month. Even when the temperature hovered around freezing there was still a hardy bunch who were keen to race!

It is our endeavour to race each weekend, so don't put your boats away!

Sail Trim when Reaching

In the last two newsletters we looked at sail trim going up wind. This month it is time to look at what we should do when we

the backstay and outhaul right off and relaxing the luff tension. The sails should be trimmed on the sheet so that the telltales all the way up the sail are flowing horizontally.

Moving the genoa sheeting position outboard is beneficial as this opens the slot between the mainsail and genoa.

The person on the helm should be tending to sail the boat up in the lighter wind patches to keep the boat speed up, and away in the gusts to make the boat accelerate.

The sail trimmers should be adjusting the sails in and out to suit.

Reaching – medium conditions (12 to 25 knots true wind speed)

When the wind increases to the medium range it is important to trim the sails to eliminate excessive weather helm on the rudder and to ensure the boat isn't heeling over too much, as these two factors will slow the boat down.

To minimize weather helm the mainsail should be flattened out by bringing on the backstay and outhaul. The leach should be twisted off by easing the mainsheet. These adjustments will also help minimize excessive heeling.

It is also recommended to move the genoa car aft and outboard to flatten the foot and open the upper leech area, which depowers the genoa.

Saturday Race

There will not be a race on 20 December as many of our boats will still be weighed down with festive lights following the Carol Ship Parade, but I look forward to seeing you out during the rest of December.

Season's Greetings

I would like to take this opportunity to thank everyone for their support and to wish all of you a **Very Happy Christmas and Fair Winds in the New Year.**

David Ll. Twentyman



are reaching. The true wind angle we are covering in this section is 38 to 95 degrees True wind Angle.

Reaching – light conditions (2 to 12 knots true wind speed)

It is important to trim the sails to be as powerful as possible; this is done by easing