

# GARDEN BAY SAILING CLUB

## Summer Series Results

This is the fourth year that we have held the Summer Series. The results for September, which was the final month of the series, were: First, *Peregrine* (David Twentyman) with 40.5 points, in second *Starfighter* (Bob Stickley), and in third place *Wings II* (Andy Paulus) with 28.5 and 24.1 points respectively.

A total of 22 different boats took part in 2014, compared with 23 a year earlier.

This trophy was envisioned as a way to draw skippers out to the Saturday Races, and to reward them not just for how well they did, but also for making the effort to participate.

The winner of this year's Summer Series was *Peregrine* (David Twentyman) with 268.0 points. He was followed in second place by: *Wings II* (Andy Paulus) with 190.4 points, in third place *Starfighter* (Bob Stickley) with 157.0 points, and *Pretender* (Claus Sjogren) came in fourth with 149.5 points.

I have been asked about the scoring and it was suggested that we should only select the best ten results from each boat, allowing each participant to drop their poorest results. The problem with this is that we have some boats that come out only twice a year and others that come out 20 times. If we are to throw out the poorest results and we were only to select the ten best races, then what happens to those who came out less than ten times? If we want to encompass three-quarters of the fleet we would have to choose the best five races. This would in essence eliminate the original purpose of the Summer Series.

By narrowing the number of races it would not materially affect the overall result order of the Series, but it would remove one of the purposes of the Series....rewarding skippers for attending.

I have looked at this year's results and the point split for race results and attendance were:

Yacht	Race	Show up	Place
Peregrine	167.0	101.0	1
Wings II	110.3	80.1	2
Starfighter	96.9	60.1	3
Pretender	105.1	44.4	4
Nexus	73.8	60.0	5
La Bel Rêve	54.7	55.0	6
Nesika	53.7	45.0	7
Seven	64.4	34.1	8

I don't want to single out any particular skippers, but we can see that *Seven*, who took part in only 7 races, earned an eighth place due to high placings, while *La Bel Rêve* earned sixth place because they took part in 12 races and have been rewarded accordingly. I should like to point out that there are a number of other skippers who have placed higher as a result of the split scoring method.

I realize that it is not perfect and would be happy to answer any questions and listen to any suggestions.

It is interesting to read, in the October Pacific Yachting, that the Vancouver Island Racing Series has adopted a similar split scoring system...we are not alone!!

The full results can be found on the Club web site.

## Winter Racing

A reminder to all, the GBSC will be racing throughout the winter, weather permitting. We will try to schedule some Boomerang and Out of the Harbour Races to keep it interesting.

I would appreciate it if skippers who are intending on going out call me at 604-883-1199 around ten o'clock on Saturday morning, so I know if it is worth putting out the marks, etc.

## Carol Ships

It is not many weeks before Pender Harbour will once again be putting on this Christmas display.

Last year the GBSC had five of the ten boats that took part. Lets see if we can

increase our participation. This is a fun event, and now is the time to start thinking about your decorations!

The tentative date is Saturday 20th December. Book your calendars and lets have a good turnout. Let Charlie Park know of your intentions at (604-883-0453) or [cpark@dccnet.com](mailto:cpark@dccnet.com)

## Next Pub Gathering

The next Pub gathering is scheduled for Saturday 18 October, after the race. If there is no race then we will meet at around 12.30 at the Garden Bay Pub.

Look forward to seeing you there.

## Winter Programme

Once again this winter after the Pub Gatherings we will be looking at the Rules. This will follow the same format as last winter. Each session will be targeted to be about half an hour.

Another thing that we will be following is the 12th Volvo Ocean Race which is due to start on October 4.

This year there are 7 boats competing, and all are one design Volvo Ocean 65s with a crew of 8. Some of the world's top sailors are taking part and it is anticipated that the race which starts in Alicante, Spain, will be one of the most competitive to date. Other ports which will be visited are Cape Town, Abu Dhabi, Sanya, Auckland, Itajai, Newport, Lisbon, Lorient and it ends in Gothenburg. A total distance of 38,739 nautical miles.

Each port will also see in-harbour races, which should be very exciting, and allow us to see tactics up close, as well as learn from the commentaries.

If anyone wishes to bring other subjects to the table they are more than welcome. Maybe there is a skipper working on a boat project which he is willing to share with the group?

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## Princess Louisa Cruise

Five boats took part in the final cruise of the season which was to Princess Louisa Inlet. The participants were *Wings II* (Andy Paulus), *About Time* (Munson McKinney), *Hraefn* (Brad Lowell), *Encore* (Fay and Ian Wright) and *Nesika* (David Hoens).

All five boats arrived in Princess Louisa Inlet on Friday afternoon and anchored near Chatterbox Falls. On Saturday morning space opened up on the dock and everyone was able to tie up. A few of the more adventurous hiked up to the trapper's cabin on Saturday while everyone else relaxed and enjoyed the sunny warm weather and the spectacular scenery. On Saturday evening there was a pot luck campfire dinner on shore.

The gang all left the dock at around 10 AM on Sunday morning in time to catch the high slack tide at Malibu Rapids. Thank you, Andy once again for organizing this great Cruise.



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## Sail Trim Light air 2-10 knots

What should our sails look like? That is a question that we all ponder as we try to get a little more speed out of our boats.

In Picture #1 is the shape we should endeavor to have in our Genoa in light winds. There is sag in the forestay to help give the headsail a full powerful shape. Note the fullness along the horizontal seam.

In Picture #2 the mainsail is set for the same light air conditions. Once again look at the shape along the two horizontal seam lines.

In order to achieve this, try making the following adjustments:

- Ease your back stay, which will allow the forestay to sag off and induce fullness, and at the same time it will allow the mast to straighten up fore and aft, which makes the mainsail fuller.

- Reduce the luff tension on both sails, so that they are relaxed. This will allow the draft position (maximum fullness fore and aft) to set in the designed position. If you have too much halyard tension in light winds it will result in the draft being pulled forward which can negatively affect your pointing ability.

- The main sail luff tension can be altered by either increasing or decreasing the halyard tension, but the easier way is to use the Cunningham. If you don't have one rigged maybe it is time to look into it?

I would suggest when raising your sails leave just a slight wrinkle in the luffs. If you have a furling headsail try unfurling it at the dock and see, when it is at rest with the backstay released, if there are just slight horizontal wrinkle lines up the luff of your sail. If not, then release the halyard tension until they appear. A point to remember is that trying to increase main halyard tension once you are under sail will usually only result in the top 1/3 of the sail becoming tensioned. This means that any fullness along the foot will remain.

Good luck.

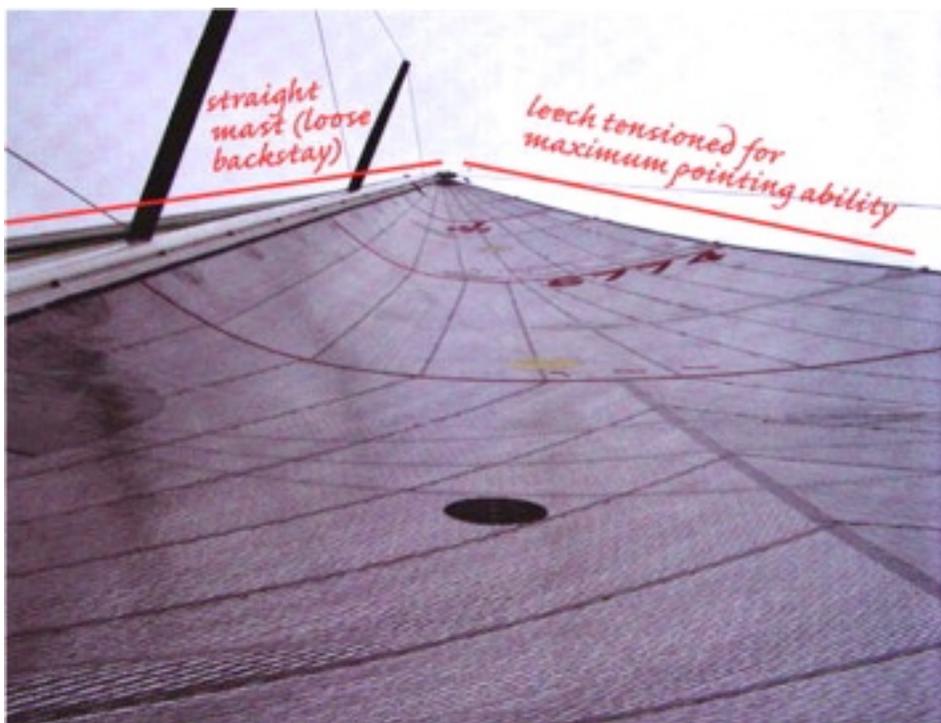
Next month we will examine sail shape going upwind in 10-20 knots of true wind.

Fair Winds.

David Ll. Twentyman



Picture # 1



Picture # 2