

GARDEN BAY SAILING CLUB

Summer Race Series

There was the hope that we could have had five races last month, but with the Van Anda Race/Cruise planned for the 8th August we were reduced to four possible week ends.

The weather Gods were fickle, and the month of August gave us some pretty crazy racing/driftng. On the 1st and 22nd of August we had ten boats show up on the start line, which was a welcome sight.

Among the seven boats which did show up on the 8th of August, a rather soggy day, was Ron Badley, in his new F2 7.9 Grand Slam. He proceeded to leave the fleet far behind, and finished 55 minutes ahead of second place! There was a good inflowing tide and a very variable breeze, which resulted in most of the fleet being stuck in various spots around the course. Three boats DNF'd and the balance four slogged on in the increasing drizzle! Those GBSC types are a dedicated lot (or certifiable)!

I would also like to welcome Wayne Stremel (*Calais*), who has come over from Schooner Cove Yacht Club for a number of our races. Keep an eye on him, as his Cal 25-2 has an aggressive rating of 249 ! We had three returned members taking part in August: Keith Muir (*Matilda*) who has been working in Australia and is back for a couple of months, Alan Slater (*Bedlam II*), Marten Mees (*Stella Six*), and a potential new member Chris Allen (*Sunrise*).

The race on the 22nd of August was the most closely fought race of the month with the first three boats *AWTY*, *Seven* and *Peregrine*, finishing only 52 second apart in real time!

The weather finally changed on August 29th with rain and gusting winds so the race was cancelled.

The results for the Summer Series in August were: *AWTY* (Ron Badley) 41.8 points, *Peregrine* (David Twentyman) 41.6, *Elua Makani* (Sean McAllister) 36.8, *Lady Jayne* (Nick Loenen) 24.9

This means that for the April to August time period the first three boats are: *Peregrine* (David Twentyman) 206.4 points, *Elua Makani* (Sean McAllister) 199.6 points, *Wings II* (Andy Paulus) 140.2 points. The full results can be found on the website.

There is only one month to go in this years Summer Series, so come out and enjoy the fun.

Wednesday Night Races

Ron Badley is trying to get a Wednesday Night Race going. So far there have been three races, which have sadly encountered very light, no winds, or howling winds on each occasion. If you are interested in taking part contact Ron at: RonBadley@eastlink.ca or 604-741-1481.

Races usually start at six or earlier if agreeable with participants.

Next Pub Meeting

The next meeting will be after the race on Saturday, the 19th of September, at the Garden Bay Pub. If there is no race we will gather at 12 noon. Look forward to seeing you there.

Race/Cruises

Due to a poor weather forecast and lack of participants the Race/Cruise scheduled for 8-9 August had to be cancelled at the last minute.

The good news is that the one planned for 11-13 September has been changed from Princess Louisa to Van Anda. The dates are 12-13 September. Please contact Andy Paulus ASAP if you intend on going. He can be reached at Paulus@dcnct.com or 604-741-5497.

Mainsheet Traveler Tips

The mainsheet traveler is a device that allows one to change the position of where the mainsheet tackle connects to the boat. The traveler is typically mounted either in the cockpit or on the cabin top for mid-boom sheeting. Different forms of mainsheet tackle may be used, but the principle is the same: the tackle connects between the boom above and the boat below.

Usually the tackle connects with a car that can be moved to port or starboard by control lines that lead to the cockpit.

In the traditional type of traveler each line leads back to a cam cleat. To move the traveler car to port, release the starboard control line and pull in the port line; reverse this to move it to starboard.

Centering the Boom Upwind

A primary use of the traveler is to keep the boom centered when sailing close-hauled. Because the mainsheet tackle covers a span between the boom and the boat attachment, the boom will move to leeward no matter how tight the mainsheet is sheeted in. Moving the traveler car slightly upwind when sailing close-hauled can bring the boom back over the centerline to gain the most power from the mainsail. This also improves ones pointing ability.

Be careful not to bring the boom to windward of the centerline, however. This causes a loss of power.

Trimming with the Traveler

In many situations, the mainsail is trimmed farther off the wind by letting the sheet out, allowing the boom and sail to swing farther to leeward. The force of the wind on the sail also causes the boom to rise, however, making the mainsail less flat.

Therefore, in certain situations on points of sail between close-hauled and a beam reach, it may be better to trim the main by moving the traveler down rather than letting out the mainsheet. With the traveler farther off center, the sail can be flattened by tightening the mainsheet and pulling down the boom (without pulling the boom back toward the centerline).

Letting out the traveler also reduces boat heel and weather helm, the tendency of most sailboats to turn toward the wind with a gust.

This action of using the traveler position to pull the boom down is similar to using a boom vang to keep the boom from rising and putting more belly in the sail. While the vang is often a critical adjustment for downwind sailing when the boom is far out (and thus rises easily with wind gusts), the traveler works better upwind.

As with all matters of varying boat gear and sail trim, it's best to experiment with your own boat to see what configuration produces the most speed.

The Ratios

Have you ever wondered what the ratios mean? In the last edition of Practical Sailor they had a good article which may help you, especially if you are going to buy a boat. These ratios help you to find what is fast for the context in which you will be sailing.

"The sail area-to-displacement ratio (SA/D) compares energy and resistance, much like a horsepower-to-weight comparison in a car. As the SA/D ratio grows higher, so does the vessel's potential speed under sail. However, too much sail area and too little righting moment means a very tender boat. Too little sail area and too much displacement means you can brag about carrying a full set of sails in 20 knots, but your boat will move like a sea buoy in a 7 or 8 knot breeze.

The ballast-to-displacement ratio (B/D) of a boat tells you how much secondary righting moment to expect from the keel. The smaller and lighter the vessel, the more important it is for this number to be higher for stability as well as for performance reasons. Bulbs and other keel-tip shapes lower the vessel's center of gravity (CG) and can lessen the need for a 40% B/D ratio. A deeper draft can also lower the CG and can improve on-the-wind performance.

A boat's displacement-to-length ratio (D/L) has a lot to do with the resistance of a hull shape moving through the water, and since skin drag is the big enemy at lower speeds, the D/L ratio tells us a lot about a boat's light air performance. By increasing the boat length and keeping the displacement the same, decreasing displacement, or doing both, the D/L ratio decreases, and the boat will go faster in light air.

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Wave-making kicks in as the major resistance at higher speeds, and the implications of the D/L ratio lessens.

In a nutshell, when it comes to performance under sail, light displacement is fast; deep-keel boats point higher and sail more efficiently to weather; full, flat sections aft cause a boat to plane sooner; and more sail area delivers more power. When it comes to delivering the goods in an open-ocean context, seakeeping ability is an important factor in performance as is the amount of punishment the boat and crew can endure.

If we take two very different boats a Westsail 32 (a heavy displacement cruiser) and a Farr 400 (A fast and light racer) you can see these in play:

	Westsail 32	Farr 400
LOA	32'	38' 8"
LWL	27' 6"	36' 5"
Beam	11'	11' 3"
Draft	5'	9' 6"
Displacement	19500#	9105#
Ballast	5835#	5432#
Sail Area	595 sq.ft	1098 sq.ft
Engine	37 hp diesel	27 hp diesel
Water	80 gal	20 gal
Fuel	70 gal	18 gal
SA/D	14.69	40.42
D/L	418.6	84.8
B/D	35.9	59.65

You're on Camera!

Have you ever wondered what goes on in the Saturday Races? Well now there is a camera at The Wharf Waterfront B&B on Francis Pen Road, and it covers the harbour from the entrance to the green can marker. Here is the link:

<https://video.nest.com/live/dD7mZz>

A Close Call

Nick Loenen should be called the GBSC Ambassador-at-Large as he has once again attended another Wooden Boat Show, where he has exhibited the *Lady Jayne*, no doubt flying the GBSC burgee. Nick has now attended three shows: two on the Sunshine Coast and one in Port Townsend in Washington State. This is his account of his most recent trip.

"The annual Richmond Maritime Festival held in the historic fishing village of Steveston attracts 40,000 visitors over two days. While most attractions are on land this year 14 large wooden vessels mostly related to the fishing industry were on display and open for public viewing in addition to two entries from PH, *Lady Jayne* plus Bob Ingersoll's *Gaia* a 1921 Swedish-built, Ketch moored at Pilot House Marina.

Returning with the *Lady Jayne* from Steveston



my grandson and I spent the first night at BC oldest and perhaps best marine park – Plumper Cove on Keats Island across from Gibsons. The next day the forecast is for winds NW 15 – 25. I don't like to be out above 20 knot winds. We stay put. The next day, motoring out of the Gap we meet large swells leftover from an overnight blow. Two boats ahead are riding the waves like cowboys at the rodeo. Off Gower Pt. we turn back to Gibsons for a coffee and two and half hours later try again. The seas are less lumpy and a bit more wind. We hoist sails and sail. Wind on the nose, waves push back, water floods the foredeck, spray flies into the cockpit and forward progress is slow. This is no fun, we return to Plumper. Midnight finds Andrew and I on a rocky outcropping on our backs. We see 7 or 8 shooting stars and marvel at the enormity of space.

Next day forecast, wind still North and at times strong. But the following day promises wind from the South. Andrew must catch a flight out of Vancouver, we decide to drop him off at Langdale ferry and for me to wait one more day. Awake at 4:00, forecast is for some wind from the South, increasing to 15-25 by late afternoon, changing to North by evening, possible showers. At 6:00 I cast off. There is still lumpiness and no wind. A little past Gower Pt. the wind starts from the South. The main is cautiously raised. Soon the motor stilled, we glide north at 6 knots on just the main. Glorious! The coast slips by quickly, what a joy! Abreast Sechelt the wind dies, completely, back to motoring. At Merry Island the wind picks up again, more sheer joy. Now I make a mistake. Both sails are raised and I cross Halfmoon Bay at 5 – 6 knots wing-on-wing. Through Welcome Passage the wind strengthens, I do 7 knots. Wow! *Lady Jayne's* hull speed is 5.8. Nearing Francis Pt. speed reaches 9.3 knots. The seas are building rapidly. The last 30 minutes are

wild and I am deeply grateful there was no mishap. I should have raised just one sail. With winds 20-25 or more and sailing solo with a following sea provides no opportunity to leave the tiller and bring down any sail. It is 1:30 pm. Rounding into the harbour all is profoundly still, peaceful and one wonders at the remarkable difference between near chaos just minutes before and the deep tranquility inside. That night there is a rare thunderstorm with much lightning which I watch from the safety of the easy chair, grateful to be home, mindful I had made a mistake that could have been costly".

We are glad that you and *Lady Jayne* made it back safely!

Pender Harbour

We all know we live in the best place in the world and these two videos on YouTube may help confirm it: <https://m.youtube.com/watch?v=VJ8zqfHXR94>

and

<https://m.youtube.com/watch?v=IWj--cbxEo>

which also shows a good turnout for one of our Saturday Races.

Carol Ship Parade

It is still a few months away but we are looking for input and ideas for this year's parade. The date will probably be the 18th December. Please contact Charlie Park 604-883-0453 or cpark@dccnet.com if you have any suggestions.

Fair Winds!

David Ll. Twentyman