

GARDEN BAY SAILING CLUB

Results - Winter Race Series

October 2017 - March 2018

Our first Winter Series is over and what a rough series it was, weather-wise and participation-wise, to name but two aspects. We ended on an upbeat, with 9 and 11 boats on the start on March 19 and 25! These were both out-of-harbour races, and took place in perfect conditions. (*see photos page 3*)

If the weather gods had cooperated we could have had 26 races this season, but we only managed 15. There was a total of 15 different boats which took part in this first Winter Race Series, and the average per race was 4.8 boats.

The results for March were:

| | |
|---------------------------|-------------|
| Frendy (Charlie Park) | 40.7 points |
| Pretender (Claus Sjogren) | 35.5 " |
| Nexus (John Mattison) | 35.1 " |
| Infidel (Dale Kerfoot) | 32.5 " |

The Final Results for the Winter Race Series (October to March) were:

| | |
|-------------------------------|--------------|
| Pretender (Claus Sjogren) | 149.0 points |
| Infidel (Dale Kerfoot) | 117.8 " |
| Frendy (Charlie Park) | 82.2 " |
| Elua Makani (Sean McAllister) | 66.6 " |
| Linnea (Anders Rahmberg) | 63.8 " |

I would like to thank Claus and Jude for filling in as Race Coordinator for most of the season, and I think that it is only fitting that the first winner of the Winter Race Series is Claus Sjogren in "Pretender". Congratulations!

Renewed Memberships

Renewed Memberships stand at 37, which means that there are about 20 who still have not done so. If you have decided that you no longer want to be part of the club, please let me know so that I can update the records. Thank you!

Volunteers April Cleanup

The Annual PH cleanup, which will be a joint Power Squadron and GBSC effort, will be on April 28. David Pritchard and Charlie Park are the

coordinators. The contact information for volunteers is as follows:

For Madeira Park/Francis Penn area: Dave Pritchard, 604-817-2336, email

davidpritchardph@gmail.com

For Garden Bay area: Charlie Park, 604-883-0453, email

cpark@dccnet.com

Summer Race Series

The Winter Series is now at an end and we will be starting the Summer Series on April 1. With the arrival of Spring I hope to see many more boats on the Start Line.

Next Pub Meeting

The **next Pub Meeting** will be held at the Garden Bay Pub on **April 15**, after the race. If there is no race we will gather around noon at the Pub. Look forward to seeing you there!

Race Rules Meeting

The first of these meetings was held on March 11 at Liaison Marine's Board Room. A total of 17 rambunctious skippers attended the presentation on Windward and Leeward Mark rounding.

The second presentation, which covered Start Line Rules, was held on March 25.

The **next Rules meeting** will be on **April 22**, and cover the Finish line.

Bruce Morris Honoured

Bruce Morris, a GBSC member, was one of eight fellows named by the Chartered Professional Accountants of BC. The fellowship designation is awarded to chartered professional accountants who have provided exceptional services to the profession or whose achievements in their careers or in the community have earned them distinction and brought honour to the profession. Bruce has done both, and "is an inspiration for other business professionals in the (Sechelt) Community. He is truly deserving of this recognition."

You will know Bruce, and his wife Marg, as they have taken part in the Malaspina Regatta for a number of years in "Capella". They have just recently upgraded to a Jeanneau 40. So we are awaiting great things! Well done Bruce.

Race/Cruise Date Change

Please note that the date for the Van Anda Race/Cruise is now **July 15/16**. **Please note.**

Ladies Night Out Blues Festival

Darlene Kerfoot is organizing a Special Ladies Night to coincide with this year's Blues Fest. She will be getting tickets for Saturday night June 3, at the Legion. Anyone interested in the Gospel show on Sunday can also let her know. **Tickets go very quickly so please advise Darlene as soon as possible** Please contact Darlene at dabo@telusplanet.net or 604-883-1155

Flying the Spinnaker Singlehanded By Charlie Park

"I get asked the above question quite a bit, so here is how I do it. Not that I'm the expert and I have virtually no experience in doing this on fully crewed boats, but the following works for me.

First of all, flying the spinnaker gives a whole new dimension to sailing. Its exhilarating, challenging and sometimes scary but once you get the program it just gives you the right amount of adrenaline to be enjoyable. I sailed for years on white sails only and it was Jeanie, a sailing friend and a top racer who got me started flying over 20 years ago. I still have the notes I made when she explained it all and I have to say she changed my sailing habits for the good. Sadly she passed away far too young, but I think of her often when flying the big one.

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First of all, you have to be super organized making sure that all the lines run free of obstructions before you hoist.

This is easier said than done and even now I sometimes screw up and find a disaster waiting once hoisted. Then it is that much more difficult to sort out.

So we need a spinnaker sheet, a guy (these are interchangeable when jibing and the guy is the line that passes through the pole end to the appropriate clew), both long enough for the job, a spinnaker halyard, a spinnaker pole (lighter the better) rigged with a pole topping lift, downhaul and a trip line to open and close the jaws at both ends of the pole. All the control lines need to go back to the cockpit. And we need two snatch blocks located on the rail, port and starboard, at the midships through which the sheet and the guy pass initially i.e. prior to hoisting. And you need port and starboard turning blocks well aft through which the sheet and guy pass before going to the primaries. The sail itself is in a turtle bag which is fastened to the pulpit with the correct orientation.

So we will now hoist the spinnaker. The mainsail plays a crucial role in all the maneuvers, without it it would be very difficult to hoist, jibe and lower. Prior to hoisting, figure which tack you will be on, hook up the pole appropriately and ensure once more that the lines will all run free with the sheet and guy through their respective snatch block, clear of the lifelines, to the turning blocks and back to the primaries. Go forward, take the lid off the turtle, hook up the halyard, sheet and guy. Quickly back to the cockpit (before the sail starts coming out of the turtle, especially if its blowing), raise the pole, set the sheet and guy in roughly the right position, go dead downwind (DDW, very important) and then pull the living daylight on the halyard to get the sail up very quickly before it fills. Being DDW usually lets you get it up OK. If it fills

before being fully up then you have to grind on the halyard winch to get it up fully which is a time consuming pain. Once up, you can steer your course, set the pole topping lift and downhaul (to keep the pole under control), trim the sheet and guy appropriately and then furl in the headsail. Having primary and secondary winches helps if you keep the headsail flying through the hoisting. Now, all is well and we are trucking, perhaps even surfing the waves with the adrenaline flowing!

Sadly the inevitable always happens and we need to jibe. This can be tricky especially if the wind has piped up, but again the mainsail is the key. Go DDW and move the pole forward so that the mainsail at least partially blankets the spinnaker causing it to de-power somewhat. Slack off on the sheet, grab it and go forward. Unhook the pole from the mast and shove the sheet in that freed jaw. That sheet is now the guy. Pull the pole trip line to free the old guy which now becomes the sheet and wrestle that freed end of the pole to hook on to the mast. Get back to the cockpit and start turning to the new course allowing the main to jibe under control. Trim the sheet and guy as required to suit the new course. We're off trucking again until we have to jibe again or lower. Note that the above is an "end for end pole" jibe as opposed a "dip-pole" jibe.

Before doing the takedown, lets understand the reason for the snatch blocks. These will keep the spinnaker under control and somewhat de-powered and they work best when the wind is up. In light winds, I let the sheet out of the block to give the sail more exposure to the wind, but usually keep the guy in the block ay all times.

So, to get it down, turn DDW and move the pole forward, de-powering the chute behind the main. Before doing this you may want to unfurl the headsail as long as you are sure you have not fouled

up the headsail sheets among the spinnaker and pole lines, which can happen when jibing. Then you can keep sailing when doing the takedown and sorting out all the spinnaker lines. Grab the sheet, making sure it is out of the snatch-block and pull it tightly under the boom. Then, keep pulling and at the same time slowly ease the halyard so that the chute starts to come down into the cockpit under the boom. Keep going until the whole chute is down - keep it out of the water - and when the head appears, disconnect the halyard and shove the whole mess down the companionway into the boat and out of the way. Then you can get the halyard back to the bow, lower and remove the pole from the mast and sort out the sheets - all when sailing on white sails and, at the same time, making sure you don't run out of sea room. The latter can be a problem when finish lines are close to land.

And thats it in a nutshell! There is a lot more to it like packing the chute correctly in the turtle with the right orientation in relation to its position on the pulpit so the chute does not hourglass on hoisting - always an embarrassment and hard to sort out. And of course the whole matter of trim for different wind directions and how far can you go with the wind forward of the beam before doing the takedown. Some folks use two sets of sheets and guys, one set being the "lazy" sheet or guy that may make jibing easier, but I reckon I have enough lines out there without more to get tangled. And I would think a fully crewed boat would do things a lot differently.

Try it, you may like it, it really is a rush tracking fast down wind surfing the waves! But always in the back of your mind is how the hell am I going to get it down!?"

Fair Winds & Sunshine!

David LL. Twentyman

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Start to the Out of Harbour race on Sunday March 19.



and he tells us he comes from Alaska!!



Calm waters.... light breeze... and friendly competition



David Pritchard and David Twentyman presenting a \$4000 Donation to Rick MacDonald of the Pender Harbour Health Centre