

GARDEN BAY SAILING CLUB

Secret Cove Race/Cruise

The Flyer covering our First Race/Cruise of the season has been sent out. If you have not been in contact with Andy Paulus please do so immediately so that he can coordinate with Secret Cove. The Upper Deck Restaurant will regrettably not be open, so arrangements have been made to eat at Rockwater, or you can eat on board your own boats. Stay tuned.

Next Pub Gathering

The next gathering is scheduled for May 17 at the Garden Bay Pub. As usual this will be after the Race (about 2.30pm), or if there is no race we will meet at about 12.30.

Summer Series 2014

The Summer Series is now underway and there have been good turnouts most weeks. The leader in April is Andy Paulus (*Wings II*) with 27.4 points, followed by Claus Sjogren (*Pretender*) with 26.6 and David Twentyman (*Peregrine*) with 25.7 in second and third place respectively. As the season progresses I hope that we will see more of our members participating in these races. Remember you get points for just crossing the Start, even if you Do Not Finish!

Skippers' Boats Seven, and Area 51 Martin 242

David Pritchard, and Bruce Ledger

The Martin 242 was designed by Donny Martin in 1980, and remains his most successful design. It became one of the most popular 'one design' keel boat classes in the Pacific Northwest with 350

produced. Today it is built under license in southern California, and there are many 'one design' racing fleets in B.C., Alberta, California and Japan. The M242 Class is unique in that it has very rigid class rules to control expense, and ensure even competition. The boat is ultra light with a



narrow hull, fine entry, and wide stern section aft, coupled with a tall fractional rig, big mainsail, small roller furling jib, and a 210% spinnaker. This equates to a design that can attain 19 knots in big breeze and following seas!!

When one reads Don Martin's bio it is clear why this boat is so competitive, when sailed by an experienced crew. Don Martin is the founder of Martin Yachts, his design and boat building firm, which has been responsible for the design and construction of more than 600 composite craft up to 27 meters (88 feet).

Martin's background in competitive sailing includes multiple North American Championship wins, and participation in several Admirals Cup Regattas. In match racing he has been involved in two America's Cup efforts, and has been a

Congressional Cup competitor three times. His match racing includes winning the North American Intercollegiate Match Racing Championship.

As a measurer and handicapper, he has worked under many rules dating back to the CCA measurement rule that was used in North America until 1970. During the 1994 America's Cup, Martin was retained by the America's Cup Trustees Committee to conduct the investigation which resolved the "three boat" imbroglio involving the One Australia Team. He was also a member of the technical inspection committee for the 2007 America's Cup.

Martin is an active ISAF International Judge; he has been a member of appeals committees for both Canada and North America. In the Sydney 2000 Olympic Games he was the team leader for the Canadian Olympic and Paralympic Sailing Teams, as well as coach for the 2004 Athens Olympic Games. Don and his wife live in Vancouver, BC.

David Pritchard was drawn to the M242 because he wanted a sailboat that he could make ready quickly, unlike his trimaran *Cariad Bach*, and would allow him to go sailing on the spur of the moment. He Purchased *Seven* from Cooper Yachts who had sailed her in their Vancouver fleet. David says this about the M242: "These boats are readily available and are inexpensive to buy and maintain. I haul mine out on a modified 18' trailer (not recommended for trailering, but OK for bottom painting). The very tight one design rules mean that almost any boat, if well sailed, can be competitive.

The boat is a wonderful sailor in all wind conditions.

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The racing mains do not have reef points so in strong winds it can be a bit of a handful, as we learned in the race down to Secret Cove last Spring.

We got knocked flat a couple of times but no water went down below. The spinnaker is quite small, so very easy to handle under most circumstances.

She has a very spacious cockpit for such a small boat and is quite comfortable for day sailing with four people. Also quite easy to sail single handed, provided one rigs up a way to keep it steering the right course while standing by the mast to help the sail go up the mast slot".

Bruce Ledger has crewed intermittently with Ron Badley for more than a decade and continued to do so when Ron owned *Blast* which is hull number 51. Like Dave Pritchard's boat, *Blast* was originally from Cooper Yachts, but has had a variety of owners over the years. In 2012 Bruce bought the boat from Ron and Greg, and since then, similar to many boat owners, has spent more time sanding and painting than actually sailing. Bruce renamed the boat *Area51*, based on the inspiration of sailing so well that the crew must be "out of this world". The boat has campaigned well to date and with luck will continue to do well in the 2014 summer season.

M242 Specifications.

LOA	24.17'	LWL	19.25'
Beam	8.00'	Draft	4.75'
Listed Sail Area	280 sq.ft.		
Displacement	2500lbs	Ballast	930lbs

25th Annual Malaspina Regatta

It is only two months until our largest Regatta of the season, on June 28. It is hoped that we will get a large fleet together for this event, so I would ask you to talk to your friends and lets make this a race to remember.

As part of the festivities we will be holding Dinghy Races so now is the time to get in and polish up on your rowing skills!! This event will be held before the BBQ and will take place between the Dock Ramp at Fisherman's Resort and John Henry's. All are welcome to participate.

Skippers' Corner Hints on Sail Trim

There are three things which you can control which affect how fast you can make your sailboat go; Angle of Attack (angle of the sail to the wind); Draft (the amount of camber and position), and Twist (the difference in the Angle of Attack up and down the sail). Do you know how to alter these different criteria? Here is a simplified chart which might help:

The Main:

	AoA	Draft	Twist
Halyard		X	
Sheet	X		X
Traveler	X		
Vang		X	X
Outhaul		X	
Backstay		X	X
Cunningham		X	

The Genoa:

Halyard		X	
Sheet	X	X	X
Lead Car	X	X	X
Backstay		X	

The trick is knowing how much and when to use these tools. The best thing is to try altering each control in turn, and see what impact it has on the sail shape and the flow of the telltales.

There is a saying "When in doubt.....Let it out, until it luffs" then trim in just a fraction.

Remember that on:

Light Air Days you are looking for More Power, More Air flow, More Draft, and More Twist. How do you achieve this? Ease Sheets, let the boom off the centerline, get telltales streaming and don't steer close hauled.

Moderate Air Days You are looking for maximum pointing and speed, Minimum Twist, utilize the draft designed into the sail, and minimize heel. To get this the boom should be on or near the centerline, the inside genoa telltales should be lifting. There should be moderate depth in the sails and they should be just beginning to flatten. Twist should be eliminated for maximum power, and adjust crew weight to minimize heel to less than 15 degrees. The more you heel the more the leeway will become.

GBSC Caps

There are still quite a few unclaimed GBSC caps, if you have not made alternate arrangements for collecting them, please contact me asap. Thank you.

I look forward to seeing you out on your boats in May

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