

ELUA MAKANI WINS!



Congratulations to Sean and his crew on winning the Spring series. Well done!

Second Place; Chilly
Third Place; Pretender
Fourth Place; Linnea
Fifth Place; Perigrine

For the month of July, first month of the summer Series:

Chilly	gross: 15	net: 8
Elua Makani	20	11
Linnea	32	21
Pretender	33	27
Imagine	35	27
Infidel	37	27

GBSC Handicap Review

By David Twentyman

It has been almost three years since we reviewed the handicaps that we use in our club racing. During this time, we have seen the membership grow, and skippers' knowledge of their boats improve. There is also a certain inequality in the application of ratings amongst those who have PHRF Certificates, with some skippers not using them, while others use them!

As the club has grown, and there is more involvement by outside club members in our races, it is time to look at them again.

It is proposed that we hold a Sail Measurement Clinic so that we can provide members with the information that they need if they should decide to get a PHRF Certificate. This is voluntary, but if anyone chooses not to, then the GBSC Rating Committee will review, and where necessary apply updated 'club' ratings.

I would like to give you an overview of the PHRF (Performance Handicap Racing Fleet), and not Pender Harbour Rigging Factor, as I am sure there is a certain amount of confusion!

Under BC Sailing there is a Handicappers Committee, which oversees and evaluates ratings based on certain measurements, which they compare to the "Base" boat of each manufacturers' different models. The areas that are considered are the Rig measurements, Genoa, Spinnaker, Main, Propellor configuration and Miscellaneous Items.

These measurements are not onerous to do. In the case of the Genoa there are just two; 1) the Luff length under maximum tension; and 2) from the clew to nearest point on the luff.

For the Main there are five measurements 1) Luff length; 2) Foot length; 3) from the widest point of the headboard to the luff; 4) the length from the mid-point on the leach to closest point on the luff; and 5) the measurement from $\frac{3}{4}$ of the length of the leach to the nearest point on the luff.

For the Spinnaker there are four measurements. 1) Spinnaker luff length from head to Tack when stretched taut; 2) Spinnaker Leach length from head to Clew when stretched taut; 3) Spinnaker girth measured from midpoint of the luff and leach, with spinnaker stretched taut at girth; and 4) foot length from tack to clew when stretched taut.

A PHRF Rating Application Form is attached for your use (next page). The form can be submitted on-line to BC Sailing and for the cost \$45 you will receive an Official Rating.

If you are interested in having your sails measured please contact me.

BC Sailing
#195 – 3820 Cessna Drive
Richmond, British Columbia
Canada V7B 0A2



Phone: 604-333-3628
Fax: 604-333-3626
Email: crew@bcsailing.bc.ca
Web: www.bcsailing.bc.ca

PHRF BC

RATING CERTIFICATE APPLICATION and CHANGE FORM

YACHT NAME _____ SAIL NUMBER _____

Make/ Model **OR** One Design Rig (ODR) Class _____ Year built _____

LOA _____ LWL _____ Beam _____ Draft _____ Design Displacement _____ lbs

All measurements must be recorded in feet and decimal format (12'4" to be recorded as 12.33').

Has this yacht been modified from standard in any way (rudder, hull, keel)? No _____ Yes _____ (please explain)

Keel description: Fin _____ Bulb _____ Wing _____ Retractable _____ Full _____ Deep draft _____ Shoal draft _____

Is this yacht self righting when the mast is depressed 90 degrees from vertical? Yes _____ No _____

Auxiliary Power: Inboard _____ Outboard on Bracket _____ Outboard Stowed _____ No Aux Power _____

Yacht's auxiliary power as supplied by the manufacturer if different from above: _____

Is this yacht's auxiliary power capable of driving this yacht at 90% of hull speed?: Yes _____ No _____

Propeller: N/A _____ Folding/Feathering _____ Fixed Two Blade _____ Fixed Three Blade _____ In Aperture _____

ACTUAL RIG AND SAIL INFORMATION

Measurements (in feet and decimal format) should be completed as outlined in the PHRF BC Rules.

I _____ H _____ J _____ SPL _____ WPL _____

Asymmetric Spinnaker Tack Point: Fixed Centerline _____ OR Articulating Pole _____

Rig description if model is available with different rig options: Tall _____ Short _____ Carbon _____

Is rig standard from the builder or ODR class standard? Yes _____ No _____ (please explain)

SAILS: Measurements in decimal feet must reflect the yacht's LARGEST sail in each category. If both symmetric and asymmetric spinnakers will be flown please include measurements for both.

HEADSAIL: LP _____ LLJ _____

MAIN : HB _____ MGU _____ MGM _____ Main P _____ Main E _____

SYMMETRIC SPINNAKER: SLE _____ SLU _____ SGM _____ SGF _____

ASYMMETRIC SPINNAKER: SLE _____ SLU _____ SGM _____ SGF _____

Year of manufacture of newest sail _____

ODR YACHTS ONLY: Are this yacht's sails ODR class legal? Yes _____ No _____ (please explain)

OWNER INFORMATION

Yacht Club: _____

Name: _____ 2nd Owner: _____

Address: _____

Phone: _____ E mail: _____

In applying for a handicap from PHRF BC, I acknowledge and understand the Rules of PHRF BC.
I certify that my yacht complies with these rules and that the measurements shown above are correct.

Signature _____ Date _____

The Poop Deck

Summer Sailing

By Brad Lowell

It's summer time and the sailing is slow... Sailing and racing in the summer can require a few adjustments for getting the best from your boat. Let's look at some challenges that are unique to summer sailing.

Hull cleaning: with summer's warming water temperatures, algae and barnacles are growing at their fastest. Even a thin coat of algae can have an appreciable slowing effect on the boat. A weekly quick scrub of the hull whether while swimming or with a pole mounted foamy can add that fraction of a knot that will make the difference over the course of a race. Realize as well that the rudder and keel need attention too. These foils develop lift because of their shape – it doesn't take much growth to affect their ability to develop lift. Greater lift means the boat will sail a shorter course getting to the windward mark more quickly. The paddlewheel type speedometers are also prone to rapid fouling in the warmer summer water. Most can be removed via a through hull from inside the boat for a quick clean.

Rig tuning: Summer weather also means the winds will generally be lighter in the harbour. Your rig may be tuned for heavier weather – higher stay and shroud tensions will affect the mast shape which results in accompanying sail shape. Higher shroud tensions can develop more mast bend resulting in a flatter sail. Light winds call for a sail shape with more depth to provide that light wind power. This is also a good time to ensure the shroud tensions are identical on port and starboard and the mast is centred ensuring the boat will behave identically on both tacks.

Sail shape: Remember in lighter airs that increasing draft and moving the maximum draft aft will create more power. Ease the halyards, ease the sheets slightly, move the jib cars forward, ease the outhaul, vang, Cunningham and aft stay too.

Wetted surface: The more of the boat's hull that is in the water the greater the drag. Reducing wetted surface by moving body weight can heel the boat to reduce wetted surface. Raven Lunatic for example has a very wide stern – moving crew weight forward lifts the stern out of the water and reduces wetted surface. Placing crew weight on the lee side to heel the boat can also benefit sail shape in very light winds. This will allow gravity to help hold the sails in an aerodynamic shape so even light puffs of wind will act to move the boat. Your boat may have also been out for some summer cruising. Think about reducing the additional weight that has been added in supplies, toys, heavy weather sails and full tanks for cruising.

Tides and currents: Summer can also bring large tidal swings – be aware of the tide cycle before the race starts and consider the accompanying currents when choosing the course through the harbour. If possible, monitor your boat speed through the water against the GPS speed.

And lastly: remember that hat and sunscreen! Have fun, Sail fast. Brad



New Boater.... Am I doing this right???

Just in case, those are Fender guitars. Get it!?!

Popeye

submitted by Peter Paget

His real name was Frank "Rocky" Fiegel. He was born in 1868 in Poland and, as a child, immigrated to the United States with his parents, who settled down in a small town in Illinois. As a young man, Rocky went to sea. After a 20 year career as a sailor in the Merchant Marines, Fiegel retired. He was later hired by Wiebusch's Tavern in the city of Chester, Illinois as a 'Bouncer' to maintain order in the rowdy bar.

Rocky quickly developed a reputation for always being involved in fighting (and usually winning). As a result, he had a deformed eye ("Pop-eye"). He also 'always' smoked his pipe, so he always spoke out of one side of his mouth. In his spare time as a Bouncer, Rocky would entertain the customers by regaling them with exciting stories of adventures he claimed to have had over his career as a sailor crossing the 'Seven Seas'!

The creator of Popeye, Elzie Crisler Segar, grew up in Chester and, as a young man, met Rocky at the tavern and would sit for hours listening to the old sailor's amazing 'sea' stories! Years later, Segar became a cartoonist and developed a comic strip called 'Thimble Theater.' He honored Fiegel by asking if he could model his new comic strip character, 'Popeye the Sailor Man,' after him. Naturally Fiegel was flattered and agreed.

Segar claimed that 'Olive Oyl,' along with other characters, was also loosely based on an actual person. She was Dora Paskel, owner of a small grocery store in Chester. She apparently actually looked much like the Olive Oyl character in his comics. He claimed she even dressed much the same way..

Through the years, Segar kept in touch with Rocky and always helped him with money; giving him a small percentage of what he earned from his 'Popeye' illustrations.

WHO didn't love the cartoons??? We watched them religiously... so funny, so moral... each story had a good ending... wonder if kids these days even KNOW who Popeye is??? Who knew he was a real man?? Awesome!!!

