



Even Keel

The quarterly newsletter of the Geelong Trailable Yacht Club Inc.



Visiting skippers and crews enjoy ideal sailing on Corio Bay during the Sonata Yacht Association of Victoria 2014 Regatta

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Autumn 2014

Even Keel is the official quarterly newsletter of the Geelong Trailable Yacht Club Inc.

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Commodore's Locker

Greetings to all! Since the last edition of *Even Keel*, we have enjoyed the Christmas Party hosted by Bob and Linda Balding. Thanks to Bob and Linda for their hospitality, and especially to Santa Claus, who looked vaguely familiar, for dropping in with presents for all. Many of us enjoyed Christmas cruises, which included sailing on Sydney Harbour and the Gippsland Lakes, as well as Corio Bay and beyond, with lots of stories to tell.

Our Try Sailing day on January 26 was well attended, coinciding with the Festival of Sails conducted by Royal Geelong Yacht Club. Many of us enjoyed watching the competing keelboats, and the evening voyage over to watch the spectacular fireworks display off Eastern Beach.

Those who attended the Cruise Training day were treated to two very informative sessions on Man Over Board (MOB) and First Aid. Paul Graham had researched the various expert recommendations on how to recover someone who had gone overboard, then he and Raellen tested the various ideas from *Amazing Grace*. Paul shared with us their findings, which we then practiced on our own vessels.

The results were very enlightening. Certainly, anyone who thinks it is just a matter of draping a sail over the side and rolling the sometimes inert person onto the deck, is in for a surprise when he or she tries to do it.

What was abundantly clear was that the first difficulty was returning to the person in the water. The best method was to immediately turn the boat as if to tack, but without touching the sheets. The boat turns side-on to the wind 20 or 30 metres from the MOB, then very slowly drifts back towards the person in the water. At this point, starting the motor to subtly guide the boat (usually back a little) to lay the MOB may be the best option.

The next question was, "How do you get the MOB back aboard?"

Those who missed this session may like to have some private practice. No doubt, we will organise another day to hone our skills and knowledge about this important emergency procedure.

We were also very grateful to new member Barry Schippers for taking us through the latest in first aid CPR, and arranging practice in the procedures using his 'aids' (dummies).

Again, we all learned that it is not as easy as it looks! It was also much better to practice our CPR on the dummies than in an potentially unsuccessful attempt in a real-life emergency.

Our club was again asked to host regattas for the Ultimate and Sonata Associations, who this year were unable to find a common date. Unfortunately, the Ultimates had to cancel their event just a few days before scheduled, due to an adverse weather forecast.

However, the weather on the weekend of March 1 and 2 was perfect for the Sonatas, so eight boats from that class enjoyed three races on Saturday, and a sternchaser on Sunday. Membership rules for their association resulted in a couple of the Sonatas looking very much like Noelex's, which, of course, acquitted them well.

The Sonatas were joined by three GTYC boats for the sternchaser: *Restless* (Ray Slee), *Director's Special* (Barry Thompson) and *Swingshift* (Phil and Jennifer Adams). These extra boats thrilled everyone as the fleet closed up near the end. Thanks to all GTYC members who cleaned up our rotunda and helped run this event.

With support from Cr Eddy Kontelj and the City of Greater Geelong, we acquired a 6 by 3 metre gazebo at a cost to us of just \$49. The gazebo has already been put to good use as an extension to our rotunda on our opening day, and as the event HQ near the Coast Guard for the Sonata regatta.

It really proved its worth at the regatta, being close to the ramps, jetties and the trailer park. It also meant skippers and crews avoided multiple 800 metre walks to sign on and off at our rotunda. What's more, the gazebo was dust free, giving us a taste of what it would be like to have a clubhouse shared with the Coast Guard. We are grateful to Cr Kontelj and COGG for this new facility.

Progress continues on our new clubhouse proposal. As a result of a review of council processes, applicants for grants in 2014 had to submit their proposals before January 17. We were well prepared and the joint Coast Guard/GTYC proposal was submitted on January 10. All the applications can be seen on the COGG website. They will be reviewed and decisions announced in May.

We have had some difficulty keeping Sailres race results up to date lately, mainly because the members who normally load the race results

have been unusually busy with other commitments. Your committee has a plan that should see results brought up to date soon.

Finally, we recently welcomed two new members onto our committee: Barry Schippers and Ray Vaughan-Niven. If you see them on the water, please say hello and pass on any ideas to make our club even better!

Smooth sailing,

John Mole

GTYC Commodore



Barry Schippers offers some life-saving advice to John Mole and Raellen Graham during the club's CPR/MOB training day

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Steamboat Cup 2014

15 March 2014

The day started cloudy with a very light wind of only 2 knots. The first division, which was a single-handed event, started at 10 am. First over the line was *Route 66*, followed by *Down Under*, *Laros*, *Dynamic Duo*, *Restless* and *Vintage Red*.

Thirty minutes later the breeze was still only 2 knots, and division one had only travelled half a kilometre, before division 2 started, being the two-handed division. First over the line in division 2 was *Fat Bottom Girl*, followed by *Rum and Raisin* and *Bond 007*.

Fortunately for all, 15 minutes after the second division had started the wind picked up to 10 knots. The first leg was a reach over to the start of the North Channel, then once out of the channel it was on to the Steamboat Pile, which took about 1 hour and 20 minutes to sail. The first three boats around the Steamboat Pile were *Bond 007*, *Fat Bottom Girl* and *Vintage Red*.

The wind back from Pt Henry eased off again to about 5 knots, then picked up to about 15 knots when the fleet got to the RGYC. This was a beat from the West Cardinal Mark, back to the finish.

Bond 007 was the first boat back, followed by *Fat Bottom Girl*, *Vintage Red*, *Route 66*, *Rum and Raisin*, *Down Under*, *Dynamic Duo*, *Restless* and *Larus*. Unfortunately, *Vintage Red* missed one of the marks, so the skipper disqualified himself.

Handicap results for Division One:

Restless, *Laros*, *Route 66*, *Dynamic Duo*, *Down Under*.

Handicap results for Division Two:

Rum and Raisin, *Bond 007*, then *Fat Bottom Girl*

OOD Chris Hancock, with Andrew Cerasuolo and Andrew Friars.

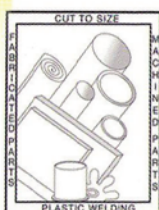
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Crusing or Racing: a vexed question!

by Barry Thompson

For some sailors, the terms 'cruising' and 'racing' sit at opposite ends of the sailing spectrum, and I can see some justification in this way of thinking. But before closing the door on which is best, consider the following ...

In 2013 the GTYC introduced a new class in the annual Queenscliff to Geelong race. Yes, those diehards of the competitive edge (the racing sailors of Geelong Trailable Yacht Club) created a *cruising* class. The only restriction was NO SPINNAKER. This seemed an ideal opportunity for me, as I had not skippered a boat in a race since 1967!

The race/cruise ...

My plan was to launch at Queenscliff on the day before the race, rent a pen at the marina, drive the car and trailer back to St Helens, and get a lift back to the boat. Then rig the boat in preparation for the next day's race/cruise. The weather gods had predicted a brilliant start and picture perfect passage time.

After a beautiful night's sleep I was rewarded by the arrival of my son Adam, who joined me in the race/cruise. With the briefing attended to and the sails ready, we headed out in *Director's Special* to the start line in company of all the other RACERS.

In my mind, I did not have a clear position of

where the start line was. I had never been out from Queenscliff on the water, so I was very happy to be going in the same direction as the other boats.

Out from behind the shelter of the Sorrento to Queenscliff ferry, Adam hoisted our sails in a 10 knot southerly. We approached the start boat *Even Keel* quite early, so we had some time to kill. We sailed away to the east to avoid the other boats that had now become obstacles to be avoided at all costs. I was so busy avoiding them that we crossed the start line last by a good 2-3 minutes late. Adam was not pleased, but I consoled him with the observation that 'They are showing us the way'.

With the start behind us I began to enjoy the voyage until navigating towards Coles Channel and the White Lady, and the fact that our path finders (the boats in the division that we had started with), had begun to fall to our stern.

Some boats had made their way to the west of our course, and the others were heading a bit to the east. We soon discovered the reason, as we found ourselves in shoaling waters on the western sands. A quick course change to starboard put us back in safe waters.

As we sailed on past Indented Heads and around Grassy Point, the glass of sherdie could easily stand on the saloon table with the cheese and biscuits! But further round at Point Richards a few bullets disturbed the tranquility, and we changed our headsail down (as did others). There were stronger winds predicted for Corio Bay, and of course, we were 'cruising'. Extremely enjoyable!

continued over...



Now for a sternchaser ...

After the Queenscliff to Geelong race experience, my next journey into the land (or sea?) of racing seemed a natural step, with an invitation to take part in the Sonata Association's last race of its March 2014 regatta at Geelong: a sternchaser.

Having experienced the starting procedure for the same race in 2013 (acting as timekeeper on *Even Keel* with OOD Geoff Russell), and with an addition to my crew on *Director's Special*, Barry Schipper, Adam and I felt very confident. I was determined to make a better start this time!

The day was brilliant with some light cloud and a light south-westerly. A dozen boats took part, comprising of 10 sonatas and a few 'blow-ins' from the GTYC. So a mixed fleet of seven Sonata 7s, one Sonata 26, one Ultimate 18, and three Noelex 25s.

The course was set for a St Helens start, heading to the North Channel's last port mark, then south to CB2, then southwest to the West Cardinal Mark, a return to the start line, then to CB2, and a return to St Helens to finish. The handicapping was designed on the timed length of race, and the course could be shortened over the last legs if required.

Also: all boats had an individual start time allocated according to the skill of the skipper and crew, and the class of boat. This eliminated a crowd on the start line, which sounded good to me. *Director's Special* was allocated the 15 minute start time with *Briny Blue*, another Noelex 25.

The enjoyment for me was the debate that developed during the race amongst my crew, and the cooperation that grew from that. Once again I had a path finder: this time in the form of the Ultimate 18 *Restless*, sailed single-handed by Ray Slee. Ray beat us over the finish line by a mere 8 seconds, and I think that may shoot down any future handicap advantage.

We did not see the Sonata 7 *Distraction* for the entire race, as it was some 3 minutes clear ahead of the scratch boat *Restless* by the end of the race.

So, back to the vexed question I posed right at the start of this article: Cruising or Racing? The answer is for you to decide; however, before you do, you must do the research.

I do know that it gives me great pleasure to sail. And if, for your own peace of mind, you have to stay away from the frenzy of a crowded start line, then that's OK. There are still ways of joining in to enjoy both the sailing, and the friendship of sailing that goes with it.

Fair winds, high tides and happy cruising/racing!

Barry Thompson



Handy hint ...

Those of us with trailable yachts regularly raise and lower our masts. This process can easily damage our stays, particularly that section of the wire just as it comes out of the crimped fitting. The plastic tubing product below can be an easy and inexpensive safeguard.

Fair winds and high tides, Barry Thompson



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Sonata Regatta 2014

Warren Dickins

Dates: Saturday 1 March & Sunday 2 March 2014

Location: GTYC (Geelong Trailables Yacht Club) St. Helens

Weather: Fantastic; not too hot and nice winds.

Boats & Skippers:

Adagio	Sonata 7	Terry Sheppard & crew
Rhapsody	Sonata 7	John & Ann Clayton
Sea Mistress	Sonata 7	Sonny & Des Russell assisted by Rowan Williams
Distraction	Sonata 7	Marg & John Pettigrove
Achilles	Sonata 7	Graeme Crawford with Steve & Gerry
Bumble Bee	Sonata 7	Greg & Helen Goodall
Four Musketeers	Sonata 7	Andrew Munroe Erika Tate, Luke & Jasmine
Swingshift	S/coast 23	Philip & Jenny Adams
Minor Issues	Sonata 26	Steve Smith & crew
Briny Blue	Noelex 25	Howard, Tracey, Hayden & Elliot Hughes
Radiance	Noelex 25	Warren Dickins with Richard & Maureen Davidovic

This was our second year of running a regatta and the new format. We had many positive comments from last year so we decided to adopt the new format again with a minor change. We moved from two races on Saturday to three.

Our primary reason for the change to a Regatta was an attempt to get more 'cruising' skippers involved in friendly yacht racing. This year we welcomed *Four Musketeers*, *Bumble Bee*, *Swingshift* and *Minor Issues* who haven't raced in the Sonata titles before. Also Graeme Crawford was delighted to show off his new Sonata 7, after having upgraded from a Sonata 6.

A few of us arrived at St Helens harbour on Friday afternoon. After launching and getting the boats ready for the racing we enjoyed a few drinks and chats. St Helens is a great place to sail from. Great boat ramps, protected harbour, floating pontoons to tie up to, coast guard if things go wrong, showers/toilets, plenty of trailer parking and the friendly GTYC.

Race 1: Saturday Morning

The morning briefing at 9am was well managed by John Mole (GYTC) and we received an excel-

lent overview of the day's racing. The weather conditions were light but consistent and most boats got off to a good start. Terry Sheppard got a great start and sailed a fine race. Des had *Sea Mistress* finely tuned and sailing very well. *Radiance* was first over the finish line with *Adagio* first on CBH followed by *Sea Mistress* and *Rhapsody*.

After race one we all returned to the harbour for lunch (thanks to GTYC) and running repairs. *Minor Issues* ended up with some major issues with almost losing its rudder. Graeme Crawford was busy tightening new rigging and sorting out the new boat.

Race 2: Saturday Afternoon

The weather remained excellent with the winds beginning to rise a little to 10-15kts. The two Noelexs had some exciting racing with *Briny Blue* taking line honours 43 seconds in front of *Radiance*. The CBH results went to *Adagio*, *Rhapsody* and *Sea Mistress*.

Unfortunately, *Minor Issues* pulled out again with more rudder issues and had to miss Race 3 altogether.

Race 3: Saturday Afternoon

Race 3 followed on from race two in a freshening wind. Both Noelexs took down their genoas and raised their self-tacking jibs whilst most Sonatas did not change their head sails.

Most Sonatas got off to a great start again. After two prior races that day, the skippers were beginning to get into race mode. Line honours went to *Radiance* with Terry (*Adagio*) taking CBH again followed by *Rhapsody* and *Sea Mistress*.

The fleet returned to St Helens harbour for a well needed rest and a few pre-dinner drinks. *Minor Issues* was back on its trailer with the crew getting it ready for Sunday's racing.

Dinner

The GYTC kindly organised the meals for Saturday night. With all skippers and crews present we enjoyed a roast dinner and great hospitality. The weather and atmosphere was warm and very friendly. For just \$15 a head the food was exceptional value.

Due to some hard work by John Mole (GYTC) we were able to announce the results of the three races at dinner, so Terry (*Adagio*) was congratulated as the winner of the racing series.

Race 4: Sunday's Sternchaser

We woke up to light conditions on Sunday morning. Perfect for a Sunday cruise around Corio Bay. GYTC held the briefing and provided excellent instructions to the fleet.

The sternchaser is a new option to our racing program. It is a handicap race with a staggered start based on Saturday's CBH results and is designed to get all boats finishing close to each other. GYTC calculated the start delay time for each boat, with the slowest first and the faster boats up to 20 minutes behind.

It was a great race in ideal light sailing conditions. Each leg is much longer than the Saturday courses which gives the skippers and crews plenty of time to tune the boat. Far less stress on crews and boats.

The course was a large clockwise circle around Corio Bay, with a windward and return as the last two legs.

Due to the elapsed time taken, the race was shortened at the last mark before the finish line. By this time the fleet had started bunching up and the race was becoming very interesting.

We were also joined by three GTYC boats for the sternchaser; *Director's Special* (Noelex 25), *Restless* (Ultimate 18) and *Swingshift* (S/cross 23) who is a SYAV member.

Briny Blue (the Hughes' boat) decided to start at the same time as *Radiance* (Warren Dickins), so both Noelexs started last. Warren warned Hayden and Elliot that *Radiance* had a secret weapon for use during the race.

About halfway down the first leg, *Briny Blue* and *Radiance* were metres apart, and both boats were flying along and finely tuned. It was then that Warren brought out his secret weapon: an oversized water pistol.

Unfortunately for *Radiance*, *Briny Blue* moved out and finished one minute in front of *Radiance*. Perhaps a lesson there on concentration...

Full marks goes to Steve Smith and the crew of *Minor Issues*. They got their boat fixed and back on the water for the Sunday race. They were sailing very well in the sternchaser, with great downwind boat speed.

Distraction won the sternchaser by a large margin and it sailed significantly better than in all the Saturday races. (Must be due to having Marg back on board to assist John.)

From all accounts, the regatta was a huge success. We can't thank the GYTC enough. The race planning and catering were sensational, and we hope to do it again next year.

We all agree that the best way to learn more about sailing and your boat is to try some friendly racing.

So please consider the regatta next year!

Warren Dickins



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Overall Results

1 & 2 March, 2014

Place	Name	Class	Race 1	Race 2	Race 3	Race 4	Total
1(equal)	Sea Mistress	Sonata 7	2	3	2	3	10
1(equal)	Rhapsody	Sonata 7	3	2	3	2	10
3	Adagio	Sonata 7	1	1	1	10	13
4	Radiance	Noelex 25	4	5	4	6	19
5	Distraction	Sonata 7	6	6	5	4	21
6	Briny Blue	Noelex 25	7	4	6	8	25
7	Achilles	Sonata 7	10	7	7	1	25
8	Bumble Bee	Sonata 7	10	10	10	5	35
9	Four Musketeers	Sonata 7	10	10	10	7	37
10	Minor Issues	Sonata 26	10	10	10	9	39



Andrew Munroe, Erika Tate, Luke and Jasmine aboard Four Musketeers, a Sonata 7, line up for the start of racing



Question: is this a significant boat renaming ceremony, or just a waste of otherwise good bubbly?



Sonatas on the prowl beneath grey skies and light air across Corio Bay, during the 2014 Sonata Association Regatta



Skippers, crew and partners enjoy the relaxing post-race facilities at St Helen's marina

A break from the fires

As editor of *Even Keel*, I owe my readers an apology for the Autumn edition coming to you a month later than usual.

This is because for the past few months, I have been working many long days and weekends in response to the heatwaves and fires that have swept our state, most recently the Morwell open-cut coalmine fire. What a nightmare!

However, I did manage to squeeze in a sail here and there on *QUMBU*, and on one such occasion I had the absolute joy of sailing around the visiting cruise ship, *Amadea*, as she sat moored in Corio Bay. A great day's sailing in delightful conditions!

Geoff Russell



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A tranquil scene of club members' and visitors' boats moored at St Helen's Marina on New Year's Eve, ready to set sail across Corio Bay to view the annual Geelong fireworks display later that evening.



A beautiful crimson sunset captured by skipper Philip Adams, shot from the dam wall at Lake Eildon



The classic lines of early fishing boats with their distinctive prows, proudly on show at the 2014 Wooden Boat Festival of Geelong



Swingshift on Eildon – Part 1, by Philip Adams

The first weekend of November (Melbourne Cup weekend) provided a number of choices for the intrepid crew of *Swingshift*: a Southern Cross 23.

Swingshift is definitely equipped for the touring side of the sailing spectrum.

The chance to grab a 5-day break was too good to ignore at the cost of only two days annual leave. Extending the weekend using the Friday and Monday preceding Melbourne Cup is becoming very popular with those who have this opportunity; this was evident by the number of camper trailers and boats on the roads (more on this later).

As the approaching weeks counted down, the options also narrowed to three possible choices.

The first was to join the *Sonata Yacht Association of Victoria* for its southern end of the bay cruise out of Martha Cove. This certainly tempted the skipper, but the crew was only mildly warm to the idea.



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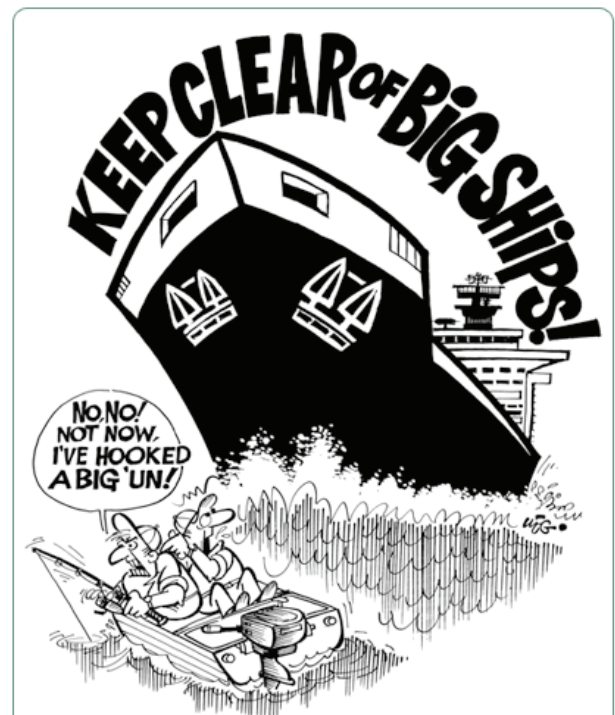
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The second option was to cruise around Corio Bay and the limited sheltered areas on the shores of the Bellarine Peninsula, with the view of joining the *Geelong Trailable Yacht Club* for the Queenscliff to Geelong Race. This could have been a bit of fun, and would have provided the opportunity to take a few photos as the fleet sailed past the cruising *Swingshift*.

The third option was to head inland to Lake Eildon. This was the contingency plan if the weather on the bays looked unfavourable over the weekend.

Most of the planning progressed well, however the crew's studies had been interrupted during the preceding weeks and it became evident that at least one day of the weekend would be spent studying. This required a little planning on how to manage the charging of a laptop over the trip. If sunny, charging of batteries would be achieved from the small solar panel. A little more charge would be provided by the two-stroke outboard, if motoring. Not the best of power sources, but just manageable if all other power consumption was minimised.



Victorian Regional Channels
Authority

If it was cloudy or good sailing weather then we may have had a problem with the Excel assignment, but the skipper was optimistic.


Weather forecasts looked progressively worse during the preceding week. Our Q2G race option was abandoned by Wednesday night when the crew heard the forecast for the day.

A weather change was going to hit with a vengeance over that weekend, and the following day was still going to be rougher than desired.

The crew was definitely not excited by the thought of spending a couple of days trying to keep a laptop 'on the table' and trapped below decks in a rough sea. The skipper also knew the batteries would not last if the sun did not shine and the motor was not run. An inverter and charger for the available laptop was going to be very hungry on power.

Discussions with Des from SYAV on Thursday suggested that Saturday afternoon and Sunday would be spent sheltering at Blairgowrie. Further, if the southern end of the Bay was too rough for the following days' sailing, then they would just poke around close to shelter. This also sounded like a waste of the 5 day opportunity, so the decision was made to head inland.

The skipper's suggestion not to leave until after lunch on Friday (to allow a little more study with the laptop connected to mains power) was welcomed by the crew.



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This also allowed the finalising and exchange of emails, application forms and payment for a restricted term permit from Goulburn-Murray Water. Laurinda, the GMW coordinator for these permits, could not have been more helpful. Not only were the emails replied to very promptly, but her phone advice proved valuable too.

Friday, early afternoon, saw us on the road towards Yarra Glen. Numerous camper trailers and boats were also making their way inland.

Peak hour at the service stations in Yarra Glen certainly caused mixed feelings among locals and visitors alike. If you decide to check the tyre pressures on your trailer you quickly discover that at one service station it is very difficult to access the air hose, while the other has an air hose that is less than 3 metres long. You guessed it: not long enough to reach both sides of the trailer. Accessing, backing, turning around and repositioning the boat trailer took an extraordinary amount of time, particularly on the crowded apron.

The trip up the Melba Highway, making good time via Yea and Alexandra, was uneventful. A quick drink stop was taken at Thornton, then on through to Eildon.



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andrew@profin.com.au

Following Laurinda's advice, we decided to launch at the Alliance boat ramp, located right on top of the wall.

To access this ramp, you cross the wall and look out for the turn. Parking is limited, but fortunately we timed a change of shift, with several boats leaving the ramp and car park. If the car park is full there is additional parking about 10–15 minutes' walk away.

Launching and long-term parking is not expensive. Make sure you keep on the ramp, as a drop off the side could be a big problem. Watch out for the rocks and damaged fence on the spillway side of the ramp if the water level is up.

This double concrete ramp is a little shallow, so the trailer got a good fresh water bath and wash down. Temporary short-term mooring at a floating jetty is available, but it gets busy.

Once the boat was launched, and our car and trailer parked at one of the few long-term bays, we were soon underway.

It was now about 6 pm, so a quick motor across to a little bay opposite the wall was in order, to find a safe mooring between a couple of trees.

We were then treated to a magnificent sunset looking over the wall while we ate dinner.

(Part 2 will follow in the *Winter Even Keel*.)

Summer Race Series 5

Sunday 16 February

The wind was a gusty 14 to 25 knots, coming in from the south to south west.

Just four boats presented for the afternoon race, with an action start that saw *Beaujolaïs* a clean winner off the starting line, closely followed by *Free Spirit*. *Peccadillo* had to tack on to port behind *Free Spirit*, then about a minute later *Vintage Red* crossed the line in fourth position.

On the long run downwind, *Vintage Red* put up its big spinnaker and hit the front with the wind building. The lead boat *Beaujolaïs* decided to put in a reef on its main, while *Peccadillo* changed down to a smaller jib.

With a course comprising of two laps of a triangle, this made for some long hard beats in the very fresh wind, followed by some equally long down wind runs.

Vintage Red crossed the finish line first in just over two hours, followed by *Beaujolaïs* 6 minutes later, then *Free Spirit* about 8 minutes after that. *Peccadillo* went around CB2 twice, but didn't need to, so it sailed a lot further than needed. On reflection, I think the race we set was a bit long, but we didn't receive any complaints!

OODs Glenn Kewish and Colin Onley



Lake Eildon's Alliance boat ramp: ample parking, beautiful bush scenery, and a fresh water outing for your boat!

It's all in the angles ...

Isn't it funny that sailing is inextricably tied up with angles?

I recently revisited a calculation that I did in high school. I remembered the result but not the method of proving it, so I set out to do the proof. And I can tell you it took a lot longer to do now than it did then.

It concerned the angle you should set your sail at, relative to the wind, for best thrust. We all know that if the sail is sheeted too close to the wind, or too far from the wind, the boat speed suffers. But how can we know what is the optimum angle for the sail, relative to the wind?

The answer is that (assuming a single, flat sail) the sail should bisect the angle between the boat direction and the apparent wind. That sounds simple enough, but the sail isn't flat; also: there are two of them, not one; and the boat's motion is not exactly in the direction it is pointing, so allowances have to be made.

However, you can be sure that if your main is set a long way from bisecting the angle between your wind indicator and the centreline of the boat, you have got it wrong.

More angles ...

Is it merely a coincidence that all yachts move most rapidly towards a point upwind (i.e. while on a beat) when sailed at an angle a little more than 45 degrees to the true wind?

You could say that it is to be expected, because the difference between a trailable and any particular keelboat is only size. But when you see measurements of speed toward the upwind mark for something as fast as a catamaran (or more dramatically, a land yacht), and they all have this optimum angle of a little more than 45 degrees, you have to think that something very basic and common to all yachts is the main influence.

We all know from experience that if we point too high, though the direction is better, our boat's speed slows. Conversely, if we point too low, the speed improves but the direction towards the upwind mark is not so good. So what is the optimum?

Well, after some more mathematics we find there are three magic angles in yacht performance. They relate to beating, reaching and running. Every other angle is a mix of two of these.

Beating: The optimum angle to true wind, to most rapidly get to the windward mark (beating), is 45 degrees, plus *half* the angle between the true wind and apparent wind.

Reaching: Yachts achieve fastest outright speed when sailing at 90 degrees, plus the *whole* angle between true wind and apparent wind, to true wind.

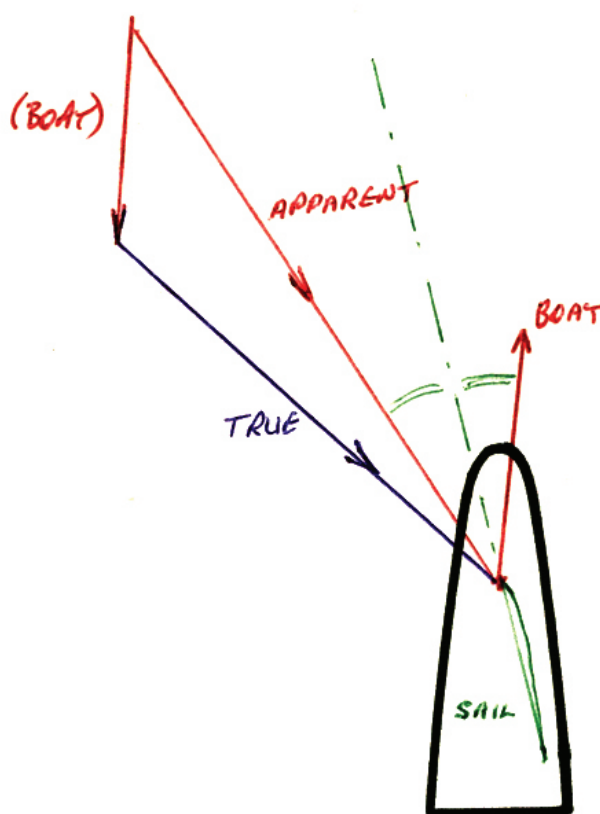
Running: The fastest approach to a downwind mark (ignoring spinnaker) is sailing at 135 degrees plus *half* the angle between true wind and apparent wind, to true wind. This explains why it can be better to 'tack downwind' than to go straight for a mark, even though you travel further by tacking.

To my mind, race courses should include these three conditions to effectively test yacht and crew. Usually, Olympic and windward-return courses test only two.

Incidentally and importantly, the angle between true wind and apparent wind is totally dependent on the drag (aerodynamic and hydrodynamic) of the boat.

More on angles in the next issue of *Even Keel*.

John Mole



Geelong Trailable Yacht Club Inc. 2013 - 2014 Calendar			Revision - 4		Date 23/9/2013
Month	Date	Event	Time	Location	OOD
OCT 2013	Sun 6th	Short Series - Race 1	10.00	St.Helens	D Gadd / D. Pudney
		Seniors Sailing Afternoon	13.30	St Helens	J Mole
	Sun 20th	Opening Day - Sail Past	11.00	St Helens	TBA
		- Barbeque	12.00	St Helens	
		Opening Day - Sternchaser	14.00	St Helens	J.Mole
NOV 2013	Sun 3rd	Q to G - Div 1&2	10.30	Queenscliff	C Hancock / M.Alden
		Q to G - Div 3&4	10.45	Queenscliff	C.Hancock / M.Alden
	Sun 17th	Short Series - Race 2	10.00	St Helens	D.Gadd / K.O'Neill
		Summer Series - Race 2	13.30	St Helens	D.Gadd / K.O'Neill
	Sat 30th	Arthur the Great Race - Div 1	10.00	St Helens	C.Hancock
		Arthur the Great Race - Div 2	10.30	St Helens	C.Hancock
2013	Sat 7th	Christmas Party	19.00	Bob & Linda's Lara	
	Sun 15th	Short Series - Race 3	10.00	St Helens	B.Balding/D.McDowell
		Summer Series - Race 3	13.30	St Helens	B.Balding/D.McDowell
	Sun 29th	Christmas Cruise			
JAN 2014		Geelong Week - Regatta			
	Sun 26th	Try Sailing Day	13.30	St Helens	P.Graham/P.Webster
	Sun 26th	Fireworks Cruise	19.30	St Helens	P.Graham/P.Webster
FEB 2014	Sun 2nd	Short Series - Race 4	10.00	St Helens	G.Russell/ J.Russell
		Summer Series - Race 4	13.30	St Helens	G.Russell/ J.Russell
	Sat 8th	Ultimate Association		St Helens	John Mole
	Sun 9th	Regatta			
	Sun 16th	Short Series - Race 5	10.00	St Helens	G.Kewish/C.Onley
		Summer Series - Race 5	13.30	St Helens	G.Kewish/C.Onley
	Sun 23rd	Cruise Training Day		St Helens	P.Graham/P.Webster
MAR 2014	Sat 1st	Sonata Association		St Helens	John Mole
	Sun 2nd	Regatta			
	Sun 2nd	Cruise Sternchaser	10.00	St Helens	TBA on day
	Sat 8-10th	Marley Point Race		Lake Wellington	
	Sat 8-10th	Autumn Cruise		TBA	P.Graham/P.Webster
	Sat 15th	Steamboat Cup - Div 1	10.00	St Helens	C.Hancock
		Steamboat Cup - Div 2	10.30	St Helens	C.Hancock
APRIL 2014	Sat 5th	Try Sailing Day	13.30	St Helens	T.Doolan/J.Martin
	Sun 6th	Summer Series - Race 6	11.00	St Helens	T.Fraser
	Fri 18-21	Easter Cruise		TBA	P.Graham/P.Webster
	Fri 25th	Anzac Day - BBQ	11.00	St Helens	
MAY 2014	Sun 4th	Summer Series - Race 7	11.00	St Helens	J.Mole
	Sun 18th	Winter Series - Race 1	11.00	St Helens	B.Palich/A.Croxon
JUNE 2014	Sun 1st	Winter Series - Race 2	11.00	St Helens	B.Ewan
	Sat 7-9th	Winter Cruise		TBA	
	Sun 15th	Winter Series - Race 3	11.00	St Helens	D.Appleton
	Sat 21st	Club Dinner		TBA	
JULY 2014	Sun 6th	Winter Series - Race 4	11.00	St Helens	R.Hulme
	Sun 20th	Winter Series - Race 5	11.00	St Helens	K.Kugler
AUG 2014	Sun 3rd	Winter Series - Race 6	11.00	St Helens	J.Martin
	Sun 17th	Winter Series - Race 7	11.00	St Helens	T.Doolan/R.V-Niven
	Fri 22nd	AGM / Presentation Night	19.30	TBA	
SEPT 2014	Sat 6th	Cluster Cup - Division 1	10.00	St Helens	C.Hancock
		Cluster Cup - Division 2	10.30	St Helens	C.Hancock
	Sun 21st	Summer Series - Race 1	11.00	St Helens	P.Webb

