

# Anacapa Yacht Club Mainsheet

Volume 2009 Issue 4 April

## Commodores Report:

**JOE UNDERWOOD**



Ahoy AYC members,

First I would like to thank all of you for showing such great support for the Commodores' Ball. As we wined and dined the night away aboard the Scarlett Belle, we were treated to a grand tour of our harbor. We had some members putting there groove on out on the dance floor, I hope you're not shy, because we have photographic evidence. We wanted to do something different this year and the Scarlett Belle fit the ticket. We had a wonderful awards ceremony and I would like to congratulate those of you who took home honors. I think everyone enjoyed themselves. Again thank you all for making the night so spectacular.

As most of you know by now we have been given our notice to vacate our clubhouse on May 1<sup>st</sup>. This deadline is rapidly approaching and we will need all hands on deck to help sort out what we want to keep and what is time to be pitched...

This month we will be going down memory lane, remembering all the good times that we shared in the clubhouse that has been part of our history for 42 years. As we start to pack up all the trophies, pictures and furnishings I think it will give us a sense of what AYC is. It's not the location that makes AYC great, it is you, the members, we must remember this as we face change. It will be our chance to refocus our attention on growing the club, refining our programs and all of our on the water activities. As we start a new chapter in AYC'S history, it will be up to all of us to make this year one of the best on record. This is our challenge and my goal for this year as we make our transition to a new location.

Best regards,  
Joe Underwood  
2009 Commodore Anacapa Yacht Club

<b>Commodore's Report</b>	<b>1</b>
<b>Vice Commodore's Report</b>	<b>2</b>
<b>Rear Commodores Report</b>	<b>3</b>
<b>This n' That</b>	<b>4</b>
<b>Birthday Celebrations</b>	<b>6</b>
<b>Calendar</b>	<b>7</b>

## Vice Commodores Report:

**GARY GODMAN**



Ahoy all AYC members,

“These are the times that try men’s souls,” said Thomas Paine, one of our country’s founding fathers. This could apply to our club. As most of you have already heard, we must vacate our clubhouse, which we have had for 42 years, by May 1. There are a lot of challenges ahead of us, but we have many dedicated members, and we’ll pull together and persevere. Along with adversity there are opportunities. Let’s find them move ahead. The bridge and board members are evaluating several possibilities that show great promise.

During April we need to pack the club’s belongings into a storage container. We expect to have a container close to the clubhouse and hope that we will not have to move it from there until we are ready to unload it at our new place.

There is a lot to do, and I hope we can count on all of our able bodied seamen and seawomen to help out. We have cancelled our opening day ceremony to concentrate our efforts on the move.

Now looking back at March –

We have had two delicious Friday night dinners prepared by chefs Randy Alcorn and Chris Tucker. Randy and crew gave us cake “Is it really better than sex?” That was the name of the cake. It was good. The rest you can decide for yourself. Chris served up some really good chicken enchiladas.

The Commodores Ball on the Scarlett Belle was a lot of fun. Our Commodore will give the full report. Many people took pictures, and Joanne Underwood is creating a photo album for us for the year’s club events. Thanks Joanne.

Pete and Gloria Casamassima and loyal crew gave us a St. Patrick’s Day meal that people are still talking about. The corn beef and cabbage was so good, I wished I had a hollow leg. I didn’t count how many people attended, but it was way over 50. Way to go Pete and Gloria!

As you can see, we are going strong. Our events in April will take a back seat to our moving, but we are planning to support our racers in the Newport to Ensenada race with a hospitality room in Ensenada.

Stay tuned for further developments.

## Rear Commodores Report:

**DOUG FAJARDO**



This year's St Patrick's day race was a test of faith this year. The weather predictions were that wind would come up in the mid to late afternoon, but until then 'light and variable' was the mantra. At first, there was question – the winds were northerly, and (at least at first) were from the north , maybe even from the northeast at around 7 knots. Then they started to shift, and then died completely. It is likely that the racers were not thinking “nice” thoughts about the either the Weather predictors OR the race committee that believed them, as the Spinnaker fleet worked hard to reach the first mark of the course, platform Gail. While this was happening to the Spinnaker fleet, the Non-Spinnaker boats were having trouble reaching their own target – Fishsticks.

There must have been some faith left in the fleet, for no one left the race. Finally, sometime around 2:00 in the afternoon, their faith was rewarded – the breeze came up to a good 10 knots or more, and all boats managed to return to the finish at the harbor in plenty of time for our traditional St. Patrick's day dinner that Saturday night. There was only one small problem - one boat failed to properly round the rig (there were two anchor buoys – they missed one), and therefore Retired After Finishing. We applaud their Corinthian spirit, as they did this voluntarily - for no one commented on or reported their mistake. We look forward to seeing them, and all our racers, in future events.

For those interested in the results, they will be on our website ([www.anacapayachtclub.com](http://www.anacapayachtclub.com)) before this issue is published.

Speaking of the future, we all know by now that the club will have to move, and the date is set for May 1 (Mayday! Mayday!). Don't Panic! Both the board and myself are committed to ensuring that Anacapa Yacht Club continues to run both the Wet Wednesday program and our regular race program this year, regardless of the circumstances of the club. We will be sharing the details of how this will be accomplished as soon as possible.

Now back to something I started last year – RRS questions... remember to use the 2009-20012 book.

When approaching the mark, there is disagreement between two boats whether or not there was an overlap at the 'zone'. Who is right?

**This n' That:  
RANDLE**

**STAFF COMMODORE DAVID**

It's a testament to the frigidity of the past few months in the Northeast that today it got all the way up into the low 50s and it felt like a balmy summer day! Amazing how one adapts to one's surroundings, although I can't say I've yet really come to terms with temperatures below 40 or so. Joanna and I are sincerely looking forward to the return of more hospitable weather and the freedom to actually spend more time outside than that needed to race from the car to the door.

This will be a short column this month, due to the fact that (a) I haven't been sailing (for obvious reasons) and (b) none of you has filled me in on what's happening out there. I'm sure that elsewhere in this Mainsheet you will find a report on the St Pat's race and other on-the-water activities. Hopefully by next month I'll have something from here and more insight on what's happening out there.

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***Report From the Racecourse***

As I indicated above, I don't have one this month. Those of you who have actually been sailing, please send me your narratives!

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***Tactics & Sail Trim Quiz***

Welcome back to the Tactics & Sail Trim Quiz. Each month, I'll post a question on racing tactics and a question on sail trim. If you think you have the answer to either or both, send it to me at sailj29@optimum.net. I'll post my answers in each subsequent Mainsheet issue. (Note: suggestions for Quiz questions will be gratefully accepted!)

Here we go with this month's questions:

**Tactics Question of the Month:** You are preparing to start a Wet Wednesday race, and the RC has selected a course that sends you from the start to the "Wes" mark and then back to the harbor for the finish. You do a head-to-wind check and determine that the wind is blowing out of 255 degrees. You then run the line and the course from the RC boat to the pin is 330 degrees. You should

- a. Plan to start at the committee boat.

## AYC MAINSHEET

- b. Plan to start mid-line.
- c. Plan to start at the pin.
- d. Follow a boat that usually does well and do what they do.

**Sail Trim Question of the Month:** You have just started the initial leg of the Anacapa to Port Race, heading from the start toward the west end of Anacapa Island. You were initially sailing closehauled on starboard tack with light breeze out of the southwest, but the wind has veered west and you are now sailing on a close reach. Adjusting to the veering but still light wind, you have correctly eased the main traveler and eased the genoa sheet. You should also:

- a. Move the jib lead forward
- b. Move the jib lead aft
- c. Move the jib lead outboard
- d. Move the jib lead inboard

### ANSWERS TO LAST MONTH'S QUESTIONS:

**This month's winner is Larry Listing, who was the first to reply with the correct answers to both questions. Congrats, Larry!**

**Tactics Question of the Month:** You have just started the initial leg of the Anacapa to Port Race, heading from the start toward the west end of Anacapa Island. You are sailing closehauled on starboard tack, with a typical breeze out of the southwest. You aren't quite able to lay the west end of the island, but you expect the wind to shift to the right as you get closer to the island. Your competitors are all well to your left. You should

- a. Tack over to port immediately and sail until you're on the starboard tack layline for the west end.
- b. Continue sailing on starboard.
- c. Look to see what your competitors do, then follow their lead.

**Answer:** b. You should continue sailing on starboard.

**Why:** The wind usually goes right as you sail toward the island, and the question indicates that that is what you expect to happen. This means that as you can expect to get lifted as you approach the island. In many cases, the lift is substantial enough that most boats can lay the west end of Anacapa Island on one long starboard tack. So you're best off to continue sailing on starboard and hope for the lift, and avoid spending any time on port. If the lift fails to materialize, you can always tack closer to the island. Answer a is incorrect because in this case, there's no reason to tack over to port just yet; be patient and look for the lift. Answer c is incorrect because your competitors are all well to your left, so they may very well be sailing in a different breeze than what you have.

As a more general rule, any time the course is skewed to favor one tack or the other on the windward leg (ie the windward mark is not directly to windward of the start, certainly the case in most A2P races), you are best off to sail the longer tack first. That keeps your options open should the wind shift either way. If you sail the short tack first, you will quickly find yourself on the layline; once on the layline, any wind shift is a bad thing (a lift means you've overstood, a header means you're no longer on the layline and would have been better off on the opposite tack).

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**Sail Trim Question of the Month:** Sailing upwind in a medium breeze, you notice that the topmost telltale on the leech of the main is curling forward behind the main all the time. You should:

- a. Tension the mainsheet
- b. Ease the mainsheet
- c. Move the traveler to windward
- d. Drop the traveler to leeward
- e. Tension the vang
- f. Ease the vang
- g. Congratulate yourself on perfect main trim

**Answer:** b. Ease the mainsheet and/or f. Ease the vang.

**Why:** Upwind you should trim the main based on telltales attached to the leech of the sail (usually one at each batten pocket; if you don't have any of these, get some!). Optimal trim in a medium breeze, you should trim the main so the lower leech telltales are streaming aft 100% of the time, and with the top telltale

seaming aft most of the time but occasionally stalling behind the main – this optimizes your boatspeed and pointing ability. If the top telltale is curling behind the main all the time, the sail is overtrimmed. The best thing to do is to allow it to twist more, which is best done by easing the mainsheet and/or vang. Usually just a small amount – a half inch to an inch of mainsheet makes a big difference on my J/29 – will do the trick. Answer a is incorrect because you want to ease, not tension, the mainsheet. Answer b is incorrect because moving the traveler to windward will increase the main's angle of attack, and as the top of the sail is already stalled, this will just make it worse. Answer d is incorrect because although it might fix the problem with the top telltale, it will reduce the effectiveness of the rest of the sail. Answer e is incorrect for the same reason as answer a; you want to add twist, and tensioning the vang will reduce twist. Answer g is incorrect until you ease the mainsheet a touch – as soon as you get the top telltale flying, congratulations will be in order!

Disagree with my answers? Have a question you'd like posed in this space? Send me your comments at [sailj29@optimum.net](mailto:sailj29@optimum.net).

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*You can now find me on Facebook! Search for my email address, [sailj29@optimum.net](mailto:sailj29@optimum.net).*

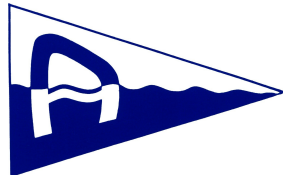
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## Happy Birthday from all of us at AYC

4-6 Joanna Underwood  
4-9 Eric Schlageter  
4-16 Gary Goodman  
4-25 Jerry Goldberg  
4-26 Debi Yanover

If we don't have your birthday, please give  
Pete a call or send an e-mail 818-346-3324  
or [pgcasa@earthlink.net](mailto:pgcasa@earthlink.net)



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