

Anacapa Yacht Club Mainsheet

Volume 2010 Issue 4 APRIL

Commodores Report:

GARY GOODMAN



Ahoy AYC members,

From my point of view, it seems like activities at the club house are moving along at a fast pace. Maybe it just seems that way because, as commodore, I have to keep aware of all the various activities. But even taking that into account, there seems to be continual action – which is great. It’s not me; it’s you who are making the meals, attending the meetings including board meetings, and participating in our opening season races.

The Commodore’s Ball, at the Topa Tower Club was well attended. I had a great time and many of our members told me that they did also. I’m not much of a dancer, but I didn’t have a choice – got impressed onto the dance floor. Being shanghaied to the dance floor is much preferred to being impressed into the Royal Navy. Our second big event was the St. Patrick’s Day race followed by a sumptuous corned beef and cabbage meal, prepared by Pete and Gloria.

Our kitchenette is now operable with a stove, sink, and dishwasher. Randy and crew gave it a good christening at their recent dinner. Our sound system is up and running thanks to both Doug and Doug.

Mike Taylor and Crosby Swartz have taken the lead in obtaining club clothing and license plate frames with the club name and logo. They look pretty snazzy and are a great way to show our club spirit. You’ll start seeing them on members and on their cars very soon.

We want to welcome aboard our new members, Mary Lou Everett, Don and Barbara Lehman, Randy Dolan, Mark Ean, Elizabeth Testa and Rick Barrett. Many of our members have been bringing guests. Keep it up. I’ve been enjoying seeing and meeting all the new people and the guests from other sailing clubs.

Soap Box. Yacht clubs and marinas have several things in common, boats being only one of them. They both have taken a downturn in membership. Now that the financial downturn seems to have turned around, we are hopeful that this will be reflected in increased boating activities. Our new club house is smaller than our old home, and it is often filled to the brim. Several of our members have been thinking about our future growth. The inescapable facts are that a bigger club house would cost more money. This money would have to be sustaining, not just coming from one-off events. Where do we want to go? Our board is continually discussing these matters, and we welcome your input and suggestions at our monthly board meetings.

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Sincerely,
Gary Goodman, AYC Commodore

Vice Commodores Report:

RANDY ALCORN



The invitations are coming in and all the clubs are preparing for another year of opening festivities. Santa Barbara started the opening day ceremonies for our channel, first the SB Sailing club held theirs at the Maritime Museum and then the next day SB Yacht Club held theirs at the yacht club. The Santa Barbara Sailing Club was started as strictly a sailing club to give everyone a chance to race. They have no club house and meet in the stand up storage yard. Representatives from the local area clubs and the ASBYC showed up and celebrated their open ceremony and watched the one design races. This year both SB Sailing Club and the SB Yacht club shared in the first races of the season, Saturday held races for the one design classes and Sunday was for the PHRF classes. The next day Santa Barbara had their opening day and representatives came from as far as San Diego and San Francisco for the festivities. It is amazing that they have been around for almost 140 years. Their history goes back to when the only way you got to Santa Barbara was either by horse and buggy or by sea. They are very proud of this and after you had a full breakfast buffet, you sit and listen to how long they have been around all the history of the club and its members. They have done a lot for the Santa Barbara Waterfront and the sailing community.

Of all the discussions that were going on, I focused in on a PHRF class discussion as a bunch of people were sitting around discussing the PHRF's decision to require all boats who race more than 4 times a year to have a PHRF certificate. What was really interesting, the SB area doesn't have a non spin class as we know it, there is a CHRF class, a Cruising Handicap Rating Factor for boats that don't fly their spinnakers. I guess we have 2 clubs in our local area who do this, Ventura Yacht club uses this for their Summer Wet Wednesday Series and Pacific Corinthian Yacht Club has their fall; Thank God It's Sunday Series (TGIS) where they rate boats race by race in order to give everyone a fair chance with a boat loaded with all the cruising comforts of a home. My Boat, "Out Patient" has raced in it the last 2 years and it is a race you are afraid to win. You get moved so far back in the fleet at times you think there is no way you will ever catch all the boats. Your starting sequence goes from the slowest boat to the fastest boat, with the goal of passing as many boats as you can and not get passed by the faster boats. It makes for a really tight finish if the computer has your numbers right.

The current decision by PHRF will have us all going back and forth on the topic for a long time, I have to agree there are a lot of boats out here that only do 4 or less races a year. But as I lay awake at night thinking about how this would help us or hurt us, I may even lean towards doing more CHRF races if it gets more people on the water and they feel they can come out and not be beat so bad they don't ever want to do this again. As our Island series starts up pretty soon, we may want to look at this more and see how it benefits our interests, if that is too complicated, maybe we can entertain it for our Wet Wednesday series, since boats come back week after week hoping to walk away with the bragging rights of an evening on the water with friend and family.

Before March slips away, there have been some good races on the water, PBYC has held its Spring series, which by the time this news letter hits the streets will be over. Anacapa Yacht club held a wonderful St.

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Patrick's Day race. We had a few Anacapa boats that participated, the winds were up and gusty and the course was long. It made for a challenging day on the water with winds from 15 to over 20 knots makes for a lot of work on my boat.

As March winds blows us into April it is very exciting as our own club opening gets under way, along with the rest of the clubs in our area.

April is also the Newport to Ensenada Race. Boats and crews are getting ready for the biggest and longest international race in the world. A race that is capped at 500 boats, however lately, most likely due to the current economy they are seeing 200-300 boats, still not a small race by any means. Crews have formed and the entry list is growing. I hope to see you out there.

I have one last thing to mention before I get this off to Pete. I keep getting reminded we have a commercial stove and oven at the old club house. It would be nice if we could get it out of there before we lose it. It would take someone's garage to save it right now, not to mention the effort it would take to move something that heavy. If anyone has any ideas to help us, let us know, time is running out and it will be very expensive to replace in the future.

Have a nice month on the water and be safe.

Randy Alcorn
Vice Commodore
2010

Rear Commodores Report:

DOUG FAJARDO



St. Patrick's Day race and dinner:

This year the St. Patrick's Day race and dinner was a rousing success, with 19 boats entering the race. Even though we sent the fleet on a 17 mile course, everyone was blown around the rig and back to the clubhouse at – how to describe it - light-speed?,... no, incredible speed?, ...no, ludicrous speed!!! First to finish was Angry Hillbillies, and the last boat around finished just a couple of minutes after 3 pm, so everyone had plenty of time to come back and enjoy the great dinner prepared by the team at the AYC clubhouse, led by Pete and Gloria. The full results are on the club website, here are the boats in order of finish:

ORCA: Honnukai, Indefatigable

Spinnaker A: Angry Hillbillies, XS, Main Squeeze, Wahoo, Double Down.

Spinnaker B: Misirlou, Majic Dragon, Coyote, Fuse, Paradise Found, Zoarces

Non-spinnaker: Zuma Jay, Out Patient, Leona Kai, Moore Fun, Alcyone, Primmo

How about all that noise in the AYC clubhouse?

The TV antennae are now on the roof of the clubhouse permanently, so we can watch TV at will.

Also, thanks to Doug Dodge, the sound system has been installed. As a result we have a working microphone, CD player, DVD player, Radio (but no antennae yet), and the T.V. Piped through the sound system. Currently there are only two speakers in the ceiling, but there are plans to bring the total up to 8 – and wire them for stereo – in the near future. Way to go Doug D!

What's all the hoopla about PHRF certificates?

I meant to bring this up last month, but got distracted, so here goes:

Recently it came to public attention (the details of how don't really matter) that some of boats racing non-spinnaker *on a regular basis* were not getting PHRF certificates – not because they were new to the sport, but because they were too lazy to do so (or for other unnamed reasons). The PHRF organization is the body that is responsible for maintaining the rating system we use for most racing in this area, and support for this organization comes mainly from the boat registrations. ASBCYC finally called a meeting (at which AYC was well represented) on the subject. Conclusion: It behooves anyone who races to get their PHRF certificate (Except for boats that race in ORCA or non-PHRF classes, of course!). New racers (having raced three races or less), Wet Wednesday and TGIS racers in the Non-Spinnaker class Will not, generally, be required to have a certificate.

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These requirements for racing (along with any others, such as proof of insurance requirements) will be identified in the Notice of Race.

Instructions for applying for a certificate can be found at the PHRF website - <http://www.phrfsocal.org/howtojoin/howtojoin.php> If you need help, just ask – most of us have been through it, and have our certificates already.

Channel Islands to Newport race:

If you are interested in the **Channel Islands to Newport** race, especially with docking at Newport assisted by the American Legion Yacht Club, you need to let me know **NOW**. This **MINUTE (I'm a night owl – I really mean it!)**. The current plan has **the race moved** from Saturday April 17 to Wednesday, April 21. My phone number is 818-383-6911. Currently I have 3 boats entered, with one possible additional entry.

Racing Rules Quiz...

I'm going to start doing the 'RRS quiz' again beginning this month. This one is deceptive, unless you've been paying attention to the 2009-2012 version of the Racing Rules of Sailing (As always, assume there is nothing specified in the SI's or NOR to affect the answer to this question):

A Catalina 27 and a Santa Cruz 50 are approaching the mark. How far out does the 2-length zone extend if:

- (a) The Catalina 27 is slightly ahead but outside?
- (b) If the Catalina 27 is closer to the Mark, but inside?
- (c) If there is doubt about whether a boat was overlapped when they enter the zone, what should a protest committee (and therefore you, the racer on the water) assume?

Answers in next month's issue.

This n' That: RANDLE

STAFF COMMODORE DAVID

Spring has sprung! Hallelujah! After a remarkably cold and snowy winter, warmer days have finally descended upon the previously frozen Northeast. Opening Days, and the return of the New York sailing season, can't be far away. Yahoo! They can't come soon enough.

This will be a short column this month, due to the fact that (a) I haven't been sailing (for obvious reasons) and (b) I'm only marginally up to speed on what's happening out there in Paradise. 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.

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!

Computer Geek Department

I'm still planning to explore online sailing simulators (such as sailonline.org and the Posey simulators) to give me a sailing fix when I can't actually get out, but I haven't done much yet. If any of you have used any such sailing games/simulators, please let me know what you thought of each one you've used. I'll compile a review and include it in a future Mainsheet article.

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!)

Before I go any further, I need to fess up: I was remiss last time in not acknowledging Larry Listing, who had submitted answers to the previous Quiz and nailed both answers! No surprise there – I know all too well (from seeing *Leona Kai's* transom more times than I care to admit to) what a talented racing skipper our Staff Commodore Listing is. Congratulations, Larry!

OK, on to this month's questions:

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Tactics Question of the Month: You are sailing in a Wet Wednesday race in a medium breeze on the course that rounds the Wes mark and returns to the finish. You are approaching the platform closehauled on Port tack, well below the port tack layline. You look ahead and to starboard and see a parade of boats that appear to be on the starboard tack layline, and though you believe the first boat will likely cross ahead of you, the remainder probably won't. You should

- a. Tack to starboard immediately, proceed to the port tack layline, then tack back to port.
- b. Continue on port tack, tack to starboard underneath the parade of starboard tackers, and pinch like hell to try to lay the mark.
- c. Continue on port tack, duck all the starboard tackers, the tack over the starboard and head for the mark.
- d. Drop your sails, fire up the engine, and break out the martinis.

Sail Trim Question of the Month: You are sailing the same race as the previous question in the non-spinnaker class. You have now rounded the Wes mark and are turning onto the downwind leg. It is not quite dead downwind to the near end of the detached wall; the wind is a little off the port quarter. You should

- a. Jibe onto port, and sail with the main and jib on the same side.
- b. Continue on starboard, with the main and jib on the same side.
- c. Wing the jib out to starboard with the whisker pole, and leave the main out to port.
- d. Jibe the main over to the starboard side, and wing the jib out to port with the whisker pole.

ANSWERS TO LAST MONTH'S QUESTIONS:

Tactics Question of the Month: You are sailing in a Wet Wednesday race in a medium breeze on the course that rounds platform Gina. The breeze is blowing out of its normal westerly direction. You are approaching the platform closehauled on Starboard tack and are preparing to round. You should

- a. Plan to do a normal bear-away set, get some distance away from the platform, then jibe to port and head toward the finish.
- b. Plan to do a jibe-set, taking the platform close to port.
- c. Plan to do a poleless bear-away set, jibe around the platform, then set the pole after taking the platform close to port.
- d. Follow the boat ahead of you and do whatever they do.
- e. Drop your sails, fire up the engine, and break out the martinis.

Answer: b or c. Either do a jibe-set, or do a poleless bear-away set and then jibe right away.

Why: With the normal westerly, there's a big wind shadow on the east side of Gina that gets wider as you get farther from the platform. I've found it best to round as close to the platform as possible, to minimize the time you spend in that shadow and minimize your distance sailed. Plus, the further to the east you go, the tighter the reach coming back toward the harbor. Answer b is the best tactic, since it gets the spinnaker up and pulling the soonest, and minimizes your time in the shadow. Answer c is almost as good, and may in fact be better when shorthanded (as many are on Wednesdays) due to less stress on the foredeck. Answer a is incorrect because it puts you in the shadow for longer and requires you to sail a longer distance. Answer d is seldom a good idea (unless the boat ahead of you is *Coyote*...) Answer e is incorrect because obviously, you should be breaking out the Mai Tais, not the martinis... ☺

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Sail Trim Question of the Month: You are preparing to start a race in a medium breeze with frequent gusts. You have your full main and #1 genoa flying. You note that in the lulls you are underpowered, but in the puffs you are overpowered. You should

- a. Tension the Cunningham and outhaul.
- b. Ease the Cunningham and outhaul.
- c. Move the jib leads aft.
- d. Move the jib leads forward.
- e. Leave everything alone.
- f. Both a and c.
- g. Both b and d.

Answer: g. Ease the Cunningham and outhaul, and move the jib leads forward.

Why: When starting, you want to be sure you're fully powered up for maximum acceleration off the starting line. In puffy conditions, you should trim for the lulls, even if that means you're overpowered in the puffs. So, in the scenario above, you need to power up your sailplan a bit, since you're underpowered in the lulls. To power up, add draft to the main by easing the Cunningham and outhaul, and add depth and power to the genoa by moving the leads forward. Answers a, c, and f are incorrect, since they're exactly the opposite of what you need to do. Answer e is incorrect because it may leave you underpowered at the start. 😊

Have a good tactics or sail trim question to pose to your fellow sailors? Shoot me an email at sailj29@optimum.net!

Fair winds and smooth seas to you all!

Anacapa Yacht Club Opening Day

April 11th 10:00 AM

**Please plan to attend Opening Day on April 11th.
Yacht Club attire is preferred but not mandatory.
If you are bring food please prepare it at home and be at the club
between 8:00 & 9:00 AM**



Happy Birthday from all of us at AYC

4-6 Joanne 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

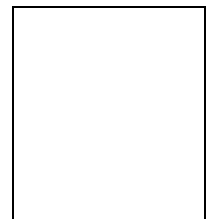
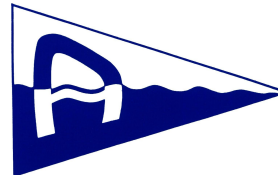
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