

River Debris

MAY 2009

Newsletter of the Grand River Sailing Club

PAGE ONE of FIVE

GRSC

Club Calendar

- Board Meetings are held the second Tuesday of the Month.
- Crew Training- every Wednesday night at Chester's Legacy Tavern in Painesville.
- Tuesday Libations-at Capp's in Leroy.
- Sunday/Saturday Brunch- will resume next winter., what a thought...

Www.VolvoOceanRace.com

Boston harbor has a rich seafaring history and the first individual to sail alone around the world was Joshua Slocum, who started his epic journey of 49,000 miles from Boston Harbor. The Volvo racing fleet is currently based in Boston and for more info on this race and info on Slocum, please go to the above website. At the end of leg 6, Ericsson 4 is in first place with Telefonica Blue in second and Puma Ocean Racing in third. Also, check out the neat videos of these boats sailing fast and pounding thru waves .

From the Commodore,
Racing season is upon us and I hope all club members are starting to get their boats ready. I know mother nature has not been too cooperative this past month with only several good days and lots of cold, windy and wet weather. Hopefully we will get some warmer days so those boat projects can get finished and boats will be race ready. Remember, May 17th is our first Sunday race (Sunday 1 and 2) and May 20th will be our first Wednesday nite race. I know our Race Committee Chairman Bob Valentine should be out looking to buy a boat, but if a purchase has not taken place soon, he will need help taking marks out to the race course. I believe he has been working on attaching ground tackle to the marks and would appreciate any and all help ...come to the sailing center and join in on the fun...Since Bob has no boat, he definitely will need help getting marks out to the race course...

Note: There has been several changes to the racing rules and racers are advised to pick up a new copy of the rule book. Edgewater Yacht Club has been going over the rule book/racing rules these past Wednesday nights and the final presentation is on May 6th. I have copies of their power point presentations and if anyone wishes to have a copy, contact Brad Knapp at kbk7478@aol.com and I would be happy to email a copy of their presentations to you. It pretty much is a copy of the rule book with diagrams added to show various situations/boat positions, etc. If you have problems going to sleep at night, pick up a copy of the rule book and start reading...works better than prescription meds...

If you need crew for racing, please contact me and I will supply you with a list of individuals who are looking for boats to sail on. Some are quite experienced, others not, but they are all motivated...

REMEMBER, board meetings are held on the second Tuesday of the month, in this case May 12th, and if you are interested in the activities of the club, the functioning of the board, etc, we welcome members to attend. We usually meet at GRYC with the meeting starting at 7:00 pm.

YOUR BUSINESS AD HERE...WE HAVE ROOM FOR 1/4 PAGE TO ONE PAGE ADS AND THE FEES ARE PRICED ACCORDINGLY. SEE MIKE NOLAN FOR GRAPHIC DESIGN AND AD PLACEMENT. MAKE CHECKS OUT TO BOB VALENTINE.

A "Dying Man's Dinner" is what a sailor calls a meal, usually cold., that is served to the crew on deck during bad weather or heavy sailing periods when all hands on deck are called for.



SANDY WOODTHORPE, A LOCAL REPORTER/WRITER SENT ME THESE PHOTOS FOR INCLUSION IN OUR NEWSLETTER AND I THOUGHT YOU MAY FIND THESE INTERESTING. AS YOU CAN SEE, THE PICS ARE OF LAKE ERIE AND THE GRAND RIVER AREA. YOU MAY ALSO GO TO THE FOLLOWING WEBSITE TO READ HER ARTICLES: WWW.EXAMINER.COM/X-5312-CLEVELAND-BOATING-EXAMINER



Photos by Sandy Woodthorpe

From the Vice Commodore: Bob Valentine

Hello everyone. Well if you haven't started yet, it's time to go over your boat and equipment to make sure all is ship-shape for the upcoming, 2009 sailing season. One of the areas to look at is the condition of your sails. I've found a couple of articles discussing how to set-up and trim that not so new sail you may be using again this year.

Tips for trimming older sailors I mean sails

Most sailors cannot afford a new set of sails for every regatta they attend. Even if they could, many classes have limits on the number of new sails that can be purchased. So you often must race with sails that are older (i.e. more used) than what is ideal.

In order to keep your sails going fast for as long as possible, it's important to take good care of them. Don't let your sails flog any longer than necessary, and always roll your sails carefully when storing them. This way you can postpone the deterioration of their shape. But even if you treat your sails very gently, they will still lose their fast designed shape slowly over time. Here are some trim ideas to compensate for this:

When your mainsail and main trimmer gets older

As a mainsail and main trimmer accumulates hours, its shape suffers in several ways. First, the position of maximum draft tends to blow aft in the sail (from 45% aft to 50% or even 55%). The sail also becomes a little fuller overall.

(Unlike the main trimmer who has always been full of themselves) With a deeper, more draft-aft shape, the mainsail leech gets tighter and the fabric breaks down at the inboard ends of the battens. Sometimes the bolt rope shrinks so the sail's luff actually gets shorter. *(This shrinkage also happens to the main trimmer over time)* A few tips:

- Don't trim the mainsheet (or vang) too hard, especially in light to medium air, or the leech will hook to windward. With less mainsheet tension, you may have to carry the traveler slightly higher than usual.
- Use extra cunningham to bring the deepest part of the sail forward. *(Use a whip on the main trimmer)* This is almost always a good idea in heavier wind, but be careful in light air since pulling on the cunningham makes the sail flatter (also be careful not to pull the backstay too hard).
- Pulling the outhaul a little tighter may help relieve leech tension and reduce some extra fullness in the lower part of the mainsail.
- In light air, you may have to ease the halyard down slightly so you don't have too much luff tension. *(For the main trimmer. Ease their underwear down slightly, as this also relieves tension)*
- Make sure the inboard ends of your battens are not too stiff, or you'll accentuate the hard spot there.

When your jib or genoa gets older

Compared to a new jib/genoa, an older sail is usually fuller and more draft-aft. The sail stretches and moves away from the rig, and you eventually get a hook and vertical wrinkles in the leech area. Here are some tips to keep an older jib or genoa going fast:

- Because the draft is relatively far aft, use extra luff tension (i.e. halyard) to move the position of maximum draft forward. Again, this is a judgment call in light air because more luff tension means a flatter sail. But you can't usually carry 'speed wrinkles' along the luff like you can with a newer sail.
- You may need to move the lead outboard slightly to reduce backwinding in the main caused by a fuller, more draft-aft headsail.
- You may also need to move the jib lead forward or aft depending on what has happened with the leech.
- Minimize leech hook by easing the leechline as much as possible (without causing leech flutter).
- Sail with a little extra headstay sag to help keep the draft forward (unless the sail is very deep overall).

Bob



Here is a pic I took on Wednesday April 29th from the bluff overlooking Fairport Beach with a Nikon D80/Nikon1000mm lens. Lower right hand corner shows a wave climbing on top of the break wall. I have seen spin boats go out racing in these conditions, but I think the jam fleet has more common sense! Jam boats would head back to the docks, have a glass of wine, and wait for the spin boats to come back in... Photo by brad knapp