

Luff Wire

March 2007

Columbia Basin Sailing Club
Tr-Cities, Washington
<http://www.cbsc.info>

From the Commodore

I went skiing last Saturday and it was 42 degrees F at the bottom of the lift at 9:00 AM. By 2:30 PM it was raining and the top of the mountain was covered in fog. The next day I was raking leaves and it was 70 degrees outside. Sailing season is near.

We had our annual fete at the Van Ramsdale manse and everyone had a great time. Many thanks to the chefs, Van and Al Hopp, and all who brought sides and desserts. I think the amount of food present could have lasted through the weekend and then some.

New officers, or shall I say the old officers, were elected for another term though I think being an officer is really something of a misnomer since I think everything really gets done in the club with a collective approach. The officers are:

- Commodore, Ray Peters, 627-6468
- Vice Commodore, Bryan Tyrrell, 783-1581
- Treasurer & Secretary, Ralph Wilson, 375-7402
- Past Commodore, Al Hopp, 545-4447
- Rescue Boat, Dennis Trimble, 783-6435
- Race Chairman, Rich Obst, 943-8859

This issue of the Luff Wire is going out over the Web instead of snail mail. It was thought that everyone would be anxious to see the race schedule and this would be the quickest communication avenue. Depending upon feedback, it might be a good approach to continue this way. E-mail me your thoughts (raybolt@verizon.net).

In the near term the Desert Regatta is approaching on May 5 & 6. I'm looking forward to it and hoping the weather gods will cooperate and bring winds just a bit tamer than last year. We shall see. Let the season begin!

Desert Regatta

The Desert Regatta is planned for May 5 & 6. Ken Nelson is updating the CBSC web site to include the regatta notice. The regatta notice should be available shortly after the time you read this.

MEMBERSHIP APPLICATION

Columbia Basin Sailing Club
P.O. Box 1705
Richland, WA 99352

Name, Last _____ First _____

Phone, Home () _____ Work() _____ E-Mail _____

Address _____

City _____ State _____ Zip _____

Boat
Type _____ Size _____ SailNumber _____

Main Sailing Interest: Cruising _____ Racing _____ Other _____

- Fees:
- \$35 Membership
 - \$25 Luff Wire Advertiser
 - \$20 Associate (non-boat owner) Membership

CBSC Racing & Event Schedule

Spring Series

	<u>Race Committee</u>	
Saturday	Dennis Tremble	3/24
Saturday	Al Hopp	4/7
Saturday	Roger McVickers	4/21
Saturday	Ken Nelson	4/28
Saturday	Rich Obst	5/19

Summer Series

	<u>Race Committee</u>	
Saturday	Whistle Start	6/9
Saturday	Whistle Start	6/23
Saturday	Whistle Start	7/21
Saturday	Whistle Start	8/18

Desert Regatta

Saturday - Sunday	5/5 - 5/6
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Fall Series

Saturday	Ray Peters	9/15
Sunday	Bryan Tyrrell	9/23
Saturday	Ralph Wilson	10/6
Saturday	TBD	10/20
Saturday	TBD	10/27

Mexican Downriver

Saturday	5/12
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Fishhook Cruise

Saturday	8/11
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Notes:

1. All races start at Charboneau Park except for the Mexican Downriver, which starts at Leslie Groves Park in Richland and ends at the Blue Bridge in Kennewick.
2. Times: For all races: Skippers meeting at 10:30 AM in parking lot; boat ready to launch.
3. Updates: Check CBSC website (<http://www.cbsc.info>) for any race schedule updates and Notice of Race for Desert Regatta.
4. The race dates above were chosen to hopefully eliminate conflicts with regattas tentatively planned but unconfirmed by other clubs. If there turns out to be a conflict with another regatta the CBSC race date may be changed.
5. The spring & fall series will have race committee. The summer series will utilize on-the-water "whistle starts". The whistle sequence will be decided upon at the skippers meeting.
6. Two more volunteers for race committee are needed for 10/20 & 10/27. Volunteers are welcome (we're willing to train).

The Racing Rules

HOW DO I START A RACE ANYWAY? By Ray Peters

The beginning of a sailing race looks confusing but really isn't. At Charbneau there are really only a couple of things to keep in mind. Races are scheduled to begin about 10:30 AM. Depending on the wind (or lack thereof) 2 - 5 races are usually attempted. Typically there's a timeout for a snack/lunch halfway through the day.

The races are run from shore. The race committee (usually one person for our club races) sits at the table of honor, a picnic table on the point by the swimming area, and locates a buoy also known as a starting pin in the river. This is the starting line. The race committee will do his or her best (alas we are human) to set the starting line perpendicular to the wind and lets everyone know what the race course is.

What next? Well, folks sail back and forth in the vicinity of the starting line waiting for the race committee to begin the starting sequence. It's not required but sometimes the race committee will give a couple repetitive sound signals to let the anxious sailor know that the starting sequence will begin in a minute or so. The sailor should locate his watch (hopefully in his boat) and decide where he's going to cross the starting line (flipping a coin works too).

The start countdown lasts for 5 minutes. The starting sequence goes like this:

- Warning 5 minutes before the start: a class flag (we usually use a solid yellow color) is raised and a sound signal given.
- Preparatory 4 minutes before the start: the "P" flag is hoisted and a sound is usually given. At this point two flags will be up.
- Preparatory 1 minute before the start: the "P" flag is removed and a sound is usually given.
- Start: Class (yellow) flag is removed and a sound given.

Class Flag:
Solid yellow



Preparatory ("P") Flag:
Blue with white rectangle in center



Keep in mind that the race begins when all the flags are lowered. This is unlike the former official start sequence where a red flag was raised to indicate the race is in progress. Some race committee members still like to hoist a red flag so the participants will know when the race is being conducted.

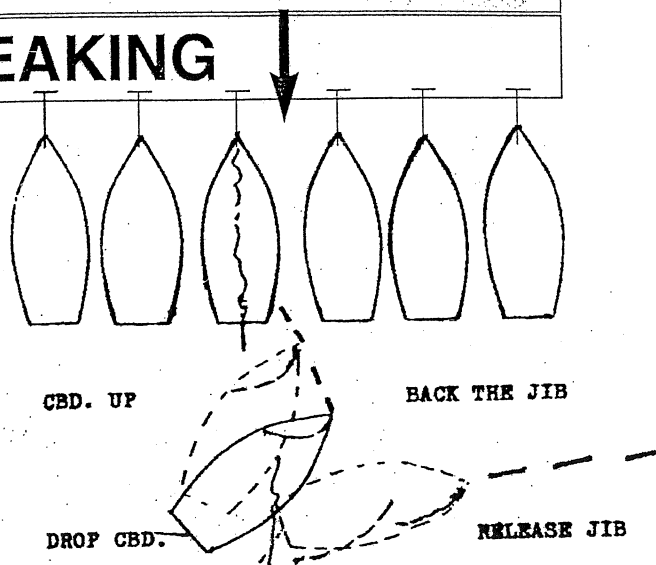
Be aware that the flags are the official designators of the proper time when starting. The sound signals are always subordinate to the flags and if a sound signal is missed, the race goes on. Watch those flags!

The invisible line formed between the warning flag and starting pin is the official starting line. You can go back and forth across it as you please but you better have all parts of your boat leeward of it before the start when the second flag comes down. Otherwise, you have to sail the entire length of your boat below the starting line and cross again. Sometimes this isn't easy when you're sailing in the middle of a bunch of boats

Sound hard? It boils down to having the first flag up and a sound at 5 minutes, a second flag up and a sound at 4 minutes, removal of the second flag at one minute and a sound, and removal of the first flag and a sound to signal the start and "go time".

The rest of the course is up to you.

FUNDAMENTALLY SPEAKING



How to Back a Scot Out of a Slip

Reprinted from *Scots n' Water* 1973

by Gordon K. "Sandy" Douglass, FS 3000

Many yacht clubs, such as our Deep Creek Yacht Club, present a recurring problem to small-boat sailors resulting from our long pier extending at a right angle to the prevailing wind. Such a pier offers safe mooring to many boats lying abreast, trailing before the wind. Before races we often will see a dozen Scots in a row.

Not all of these boats will be ready to go at the same time, and herein lies the problem for any but the outermost boat. Backing out of a slip is not easy. The problem comes from the nature of sailboats to luff into the wind. The skipper who orders his crew to cast off and shove the boat astern may find that even before he has backed clear of the adjacent boats, his own boat has fallen off enough to fill the sails. Soon losing its sternway, the boat charges ahead and, despite his best efforts with the rudder hard over, the skipper finds his boat luffing up into the other boats.

How should this maneuver be

carried out? What is the proper procedure for backing out of a slip? First of all, it is not enough merely to have the main sheet slack. Because the next course will be a beam reach to clear the other boats, the main sheet must be run out, in advance, to where the sheet still will be slack even with the boat beam to the wind. If the sheet is not run out in advance, the mainsail will drive the boat ahead and into the other boats — the last thing we want to happen.

Most important to this maneuver is the position of the centerboard. Contrary to the common belief that the centerboard gives control when it is down, that belief is only partly true. The centerboard does give control when we want the boat to go to the windward. It prevents the boat from sliding off sideways. But when we are trying to leave the slip we want the boat to slide off instead of luffing. We want the boat to slide off, and without any board down this is what she will do.

The correct way to leave the slip, then, involves:

1. The main sheet should be run out to give it plenty of slack so that the main will not fill.
2. The centerboard should be raised all the way up.
3. The crew should give a hard shove directly astern, then come aboard and prepare to back the jib on the onshore side, but not before the boat is astern of, and clear of, the other boats.
4. The skipper should steer the boat to keep it moving straight astern and head to wind but, if anything, tending to fall off in the direction of the open water.
5. Once the boat is clear astern of the others, the skipper pushes the tiller to head the boat out, the crew backwinds the jib to throw the bow away from the shore, and then, as soon as the boat is safely in the clear, he trims the jib and lowers the centerboard while the skipper bears away and sheets in the mainsail.