

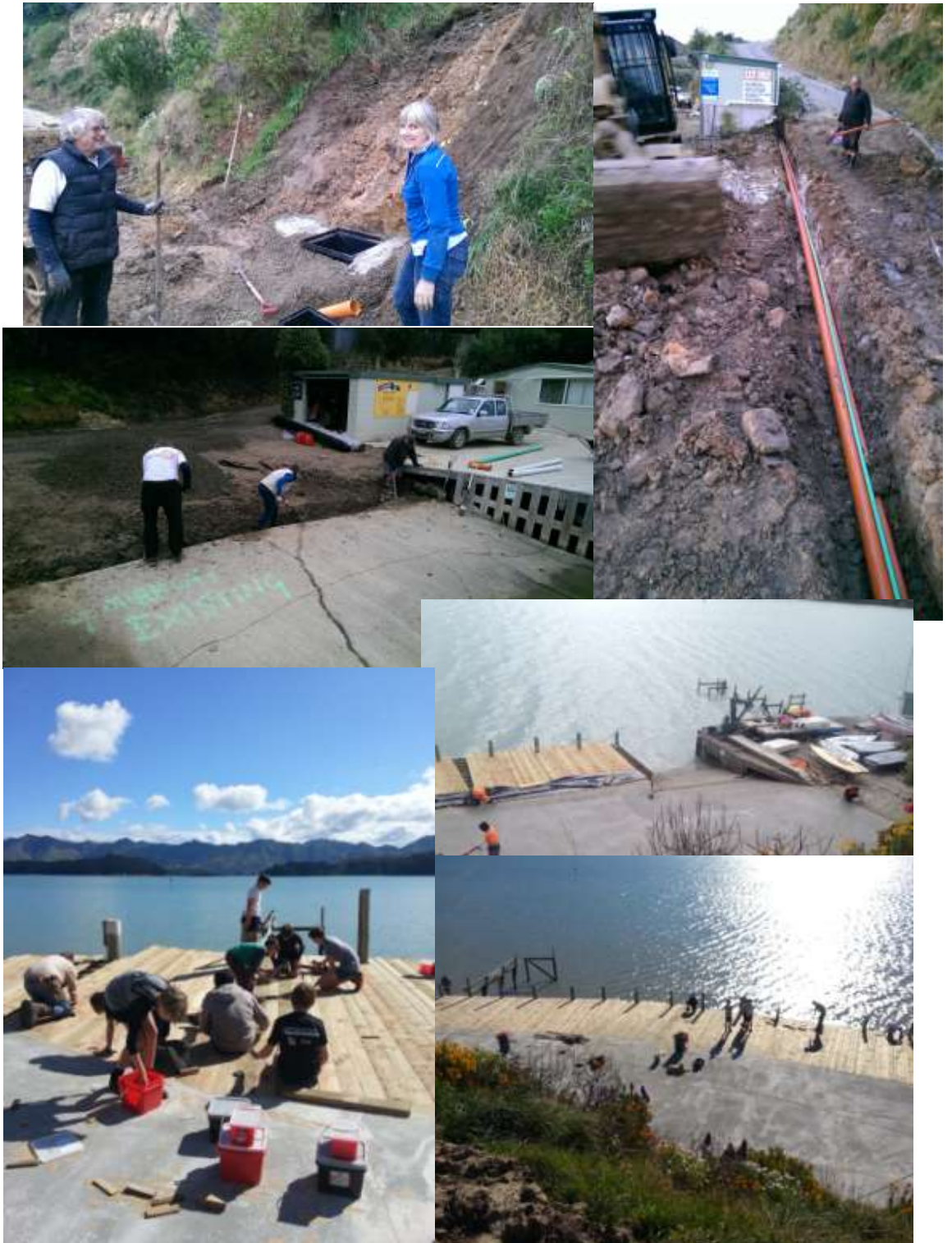


The Bay Newz

21 October 2014

A warm welcome to all for the 2014/2015 season. The club has been extremely busy over the winter months with members helping out at a number of working bees to have the club ready for the new season. Special thanks to the Soper's, Morrison's, and the Buchanan's for all their work over the last few months as well as the numerous other families who have dedicated their time. The club is looking great with the new concrete and decking laid, running water etc. Below are photo's of the process.

Charteris Bay Yacht Club Newsletter



Calendar of Events

The club had its opening weekend on the 20/21 September with a working bee on the Saturday and sailing on the Sunday. The day started off with no wind and thoughts went to possibly water skiing instead of sailing however we held a fun race for the first race and then got in another couple of races with in light conditions.



So far this season we have held the Spring camp which was once again a huge success and full across all levels. We have at present 18 open fleet optimist sailors who will compete around New Zealand this season. The club has also introduced a sail and social on a Friday evening, this is proving to be a popular event and will only increase in numbers with the weather warming up. Grey fleet is also up and running if you would like more information regarding this please contact Magnum, email: magnum.p.i.o@gmail.com.

October

Friday 24th	Sail and Social	Saturday 25th	Open Fleet Training
Sunday 26th	Open Fleet Training		

November

Saturday 1st	Green/Open Fleet Training	Sunday 2nd	Club Day
Monday 3rd	LTS 1/2	Tuesday 4th	LTS 1/2
Wednesday 5th	Green/Grey Fleet	Friday 7th	Sail and Social
Fri 7th—Sun 9th	NI Champs Opti (Taupo)	Sat 8th—Sun 9th	P Class NPCL
Sat 8th—Sun 9th	Starling NPCL	Saturday 15th	Open Fleet Training
Sunday 16th	Club Day	Friday 21st	Sail and Social
Saturday 22nd	Open Fleet Training	Sunday 23rd	Open Fleet Training
Monday 24th	LTS 1/2	Tuesday 25th	LTS 1/2
Wednesday 26th	Green/Grey Fleet	Saturday 29th	Luneys Regatta
Sunday 30th	Luneys Regatta		

Please refer to our website for the full programme for 2014/2015.

Housekeeping Notices

A few housekeeping notices:

Please make sure you have paid your hard fees and your new sticker is displayed by the end of this month. Extra tie down points are now available for boats on the hard, please see Jeff Morrison.

For Sale

There will be a space made available in the newsletter to advertise any items relevant to sailing you may have for sale. Please email me if you would like to take this opportunity: gary.rebecca@xtra.co.nz.

HAPPY SAILING 2014/2015 SEASON

If you have any items for the newsletter please forward then to Rebecca Baynes at gary.rebecca@xtra.co.nz.

A few notes from Brett Willcock

A few notes from Brett Willcock from coaching the junior group at last years Optimist Nationals held in Manly. Good advice for all sailors. Thank you to Brett and Winton for their time and patience.

Sail Trim

Windward - You all need to concentrate on keeping your sail pulled in with the tip of the boom over the transom corner of the boat. Then you need to look at your tell tails to ensure you are heading high enough, letting your sail out in the gusts. Remember to pull it back in again after the gust though. I saw many, many examples over the regatta of boats with sails out by a significant amount "reaching " to windward. The result of this is you were not only sailing miles further than you needed, but you were fighting the boat at the same time.

Reaching and runs - Again lack of attention meant that I saw lots of cases where you were on reaches or runs with our sails in too far. This is very slow, probably more so than having it out a little far, and in the stronger winds meant that the boat has a tendency to nose dive on the reach and fill with water. Once the boat has water in it the nose diving just gets worse and worse until the boat swamps.

Bailing

In general everyone arrived at the top mark with water in the boat. Everyone needs to practice bailing when sailing to windward. This is a tough skill and needs to be combined with hiking (a point for later) as if the boat has a heel you can't bail upwind. The water keeps on running to the other side of the boat when you lean in to bail it (that really sucks). Also I saw lots of you not even bothering to bail on the reach and run or getting to the top mark only to stop and let the fleet sail past as you bailed the boat. The simple solution is to bail and sail!

Centreboard Position

Remember locked down with your bungee up wind, only lifting it a little as a last resort in the strongest of winds, and half way up on the reaches and all the way up down wind. Remembering to lower it before you gybe. These centreboard positions make the boat easier to sail and when I asked many of you after races why you didn't put a centreboard up or down it was always a case of you knew where it should have been but you were too lazy to do it. Enough said!!

Boat Trim

Too far back upwind and too far forward downwind. There is no fixed rule about where you should be except to say if the transom is dragging you are too far back and if you are digging the nose in you are too far forward.

Hiking

There was some great hiking at times by some, others I don't think hiked for the whole regatta. The boat needs to be flat to be fast and balanced to sail. Also that makes bailing upwind much easier. Simple rule of hiking is that you should be sitting looking directly at the sail perpendicular to the direction that the boat is sailing. Those that tended to swivel their hips and legs forward found themselves too far back in the boat. Refer "Boat Trim"

Tacking

Two problems surfaced throughout the regatta with tacking...

Far too many - Often I saw boats doing two or even three tacks within the first sixty seconds of a race and as many as twenty tacks in a beat. Tacking is tiring and slow relative to sailing a boat in a straight line. As I have said many times, there needs to be a reason to tack, and I struggle to see how there could be twenty valid reasons in one beat! Think of it like this, at best you would loose one to two boat lengths each time you tack. If you did twenty five tacks on a beat rather than twenty you would be at least thirty boat lengths further up the fleet, or for most of you at least ten places. The main reasons that you would need to tack are to give way, clear air or a wind shift. Being forced to do many down speed tacks right at the start is a result of starting (a point on this later) and meant the fleet sails away. Sometimes you are better not to tack but be in a bit of dirty air and a less than ideal position.

Tacking technique - Simple things like looking before you tack so is not to tack into someone else and keeping your sail pulled in during and after the tack. Basic stuff but not doing these things correctly is punishing in a large fleet.

Start Line

Starting in the front row in clear air is critical. It's Winton's favourite saying "Good start, good finish", and very true. More starting practice required.