



The Mainsheet

Newsletter of PYC Sailing

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Feedback or questions should be directed to:
 Jack White, Race Committee Chair:
Jack@SnapshotJack.com
 Clark Chapin, Race Committee Secretary:
ClarkEChapin@gmail.com
 Tom Ehman:
TE@CharterMI.net
 If you no longer wish to receive this newsletter,
 send an email to ClarkEChapin@gmail.com.
 Back issues are available [HERE](#).

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Photo of the Month



Fritz Wagner directed the crew who got the Signal Boat all winterized. (Clark Chapin photo)

Race Committee Meeting

The 2020 PYC Race Committee met for its final meeting on Thursday September 10, and took several actions:

The Committee approved the purchase of a new, weather-resistant cover for the Signal Boat console. The current cover was dissolving into individual cover atoms at an alarming rate.

The Committee postponed a decision on replacing the current Signal Boat storage box (where the console cover is stored) until next year, but a plastic replacement is available from Rubbermaid.

The Committee voted to award the Chapin Coaching Award and the Broken Rudder to “deserving” individuals, but the presentations will be deferred until we can meet in person. The Committee also recommended to the Past Commodores Committee a worthy recipient for the Thomas Lott Award.

The Committee recommended that several activities be continued in 2021:

- The Club should continue becoming a US Sailing “First Sail” facility or club.
- The online rules discussion and seminar.

- The slalom race.
- The invitational series (for both singlehanded and multi-handed boats)

The Non-No Sweat Regatta

(Andy Nixon photos)

Our intrepid Laser Fleet has managed lots of informal racing this year in the absence of our organized racing program. They capped their season off with a day of informal racing on Saturday September, 19.

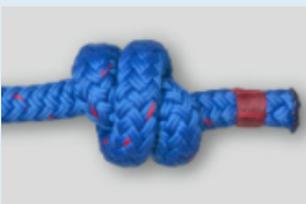


Past Commodore Craig Kivi, Andy Nixon, and under-age assistant Charles used Craig's powerboat to place two marks and provide starting signals. It was all done in the spirit of good fun and volunteerism that makes the Club sailing program run, whatever the obstacles.



Four boats spent the day in pleasant light winds, including Jim Sundstrum, Steve Wiseman, Dave Williams, and Brian Hawkins. It was a great way to wind up the season.

Animated Knots – the Stopper Knot



Want to learn how to tie knots like a pro? There's a web site for that! The link is [HERE](#).

This month, we feature a knot that should be at the end of each jib sheet and mainsheet. It's larger

than a simple figure-eight and gives a better grip for the sailor

Sailboat Practice Tips by Rick Lyons

Each month in this column a video link and/or a written commentary link will dig deeper into the practice tips introduced in our August Mainsheet. These techniques will not only help your racing ability, but are great for those daysailing too. Some of these can be found at the [Interesting Links section of the PYC website](#).



This month - Why does the mainsheet get caught on the back corner of the boat, or rudder head when tacking or gybing? The easy answer... there's too much slack in the

line. The harder question is... how to best prevent the slack?

1. Tacking without trimming the mainsheet to close hauled as you turn toward the wind will allow the mainsheet to get caught on something, guaranteed.
 - It is safer, takes less effort, and slows the boat down less, if you sheet-in as you tack if not already close hauled. The **hand over hand** mainsheet trimming technique presented in the September 2020 issue of this newsletter works well for this. This reduces the slack, and keeps the mainsail full during most of the tack. Once on the new tack, sheet out as needed to match the circumstances.
 - As a result, you keep the line from getting caught, which allows your focus to be on what's happening around you, your crew can predict the outcome, your weight stays forward where it needs to be, and there's less chance of being out of control with the line free to move through the blocks.
 - The boat is always powered up, with momentum and under control at all phases of the tack. Coming out of the tack you can maneuver immediately with confidence with less chance of a surprise for you, your passengers, and other boats around you.

- This technique is particularly helpful when maneuvering before the start of a race when typically reaching and tacking a lot, and when coming or going from a mooring area, when momentum and control are a high priority.
2. Gybing is another animal...the mainsheet becomes slack as the boom swings, allowing the line to get caught.
- Even though the sail is not luffing when starting to gybe while reaching or running, the less line exposed the better. When starting to bear-off (turning) into the gybe, sheet in very quickly hand over hand until pressure on the sail breaks and the boom starts to gybe. This helps take up most of the extra line before the boom starts swinging to the new tack, and keeps your speed up. The important thing to remember is to move and set your weight down on the new windward side (maybe now hiking depending on wind pressure) so the boat is flat and steered to its new course as the sail fills on the new tack, which may be a steering path similar to an "S" of varying degrees of shape. The bottom of the "S" might be a 35 degree turn to initiate the gybe, and the top of the "S" a reverse jerk of tiller of maybe just 3 degrees... The degrees of the initiation turn and the smaller reverse turn will vary depending conditions and needs at the time.
 - For extra assurance that the mainsheet stays free from catching, give the line a strong yank just as the pressure releases from the sail and begins to cross the boat as you're moving your and the crew's weight.
 - The mainsheet tension as the sail fills on the new side may be a little tight for the new path, but the moment it fills (while finishing the "S" turn) be prepared to ease the mainsheet to a properly trimmed powered up sail.
 - If able to on a Flying Scot, Interlake or similar class, some may want to retie the mainsheet down to 2:1 or 1:1 (depending on the wind for the day) thus removing some of the purchase between the pulleys over the rudder. This will allow the sail to be trimmed quicker with less line to get caught.

3. Mainsheet sleeve or mid-boom fairlead: On some boats like the Laser this is standard, but otherwise should be considered. This helps keep the mainsheet between the pulleys on the boom above your head and tiller.



Mainsheet sleeve on Tyler Cathey's Interlake #1341

4. If the main sheeting is all rigged at the middle of the boom, this eliminates most of the catching on something issues, but the control, momentum and predictability of tacking and gybing is lost if the same techniques are not generally applied.

Even though the type of boat in the following link may not be the class you sail, the techniques are generally the same. Depending on the class you sail or your ability, you may have to move your weight faster or slower, or with more or less exaggeration. Adding the spinnaker to the mix does complicate gybing, but the theory holds true. The Interlake and Flying Scot Class Associations have several spinnaker gybing videos to be found on their web sites or generally on YouTube that can be applied to most classes.

<https://www.youtube.com/watch?v=TIQjC4fmVv4>

(Next month: Clearing weeds quickly and efficiently.)

TFE Live



Tom Ehman, Jr.'s video blog, "TFE Live" is live at 4 PM every Tuesday and Friday. The show is live streamed on Facebook, but you do not need to be a Facebook member to view. Most people watch the replays [HERE](#).

In September, some of the most watched shows are shown below with links to the videos:

- [#329#](#) (September 8) US Sailing President Cory Sertl discussed plans to get the US back on top of the Olympic heap.
- [#332](#) (September 18) Dawn Riley, Volvo Ocean Race and America's Cup Veteran and the Director of the Oakcliff Sailing Center in New York described their program for developing young sailing talent.

New Rules in 2021



Every four years (in the year after the Summer Olympics are held) World Sailing (formerly ISAF or IYRU) revises the racing rules. Even though the Tokyo Olympics have been postponed until 2021, the new rules will go into effect worldwide on January 1.

Every US Sailing member will

receive an electronic copy of the new rules and will be able to get a printed rule book.

There aren't any earthshattering changes (like when "mast abeam" was abolished in 1997), but some changes are significant. We'll discuss some of these in the coming months.

This is the second in a continuing series. The new words are underscored:

29.1 Individual Recall

When at a boat's starting signal any part of her hull is on the course side of the starting line or she must comply with rule 30.1, the race committee shall...

Previously, the rule said "any part of a boat's hull, crew, or equipment is on the course side". If you were very close to the line and your crew suddenly hiked out farther, you violated the rule. Now, the line sighter (at PYC, usually the Principle Race Officer) will need to keep an eye on the hull of each boat, not the various equipment and crew limbs.

From the Back of the Boat – The Catheys



In late June, the PYC Race Committee officially canceled the 2020 racing season due to the COVID pandemic. Everyone was disappointed. Tyler, after seeing a few boats out sailing, suggested that we revive the "horsing"

tradition. In past years, on non-race days, boats would informally race. There were no marks, starting lines, countdowns, etc. Ty volunteered to put out a windward and leeward mark on Thursday evenings Sunday afternoons. Emails were sent out to racers and other potential sailors. Tyler suggested dry sailing or single-handing for those whose boats were not in the water and didn't have a crew.

"Horsing" started on July 11 and ended September 20. During that time, Laser sailors who turned out were Steve Wiseman, Jim Sunstrum, Bob Harvey and Dave Williams. They were occasionally joined by Brian Hawkins and Tom Kimball. Flying Scot racers Jack White with Nancy as his faithful crew and Brian and Suzy Hawkins were regulars. They were joined by Mike Ehnis and his crew, Julia and Jim and Marie Davis. Jim also used these "horsing" events to introduce his daughter Jillian and her husband Matt to the racing experience. Interlake sailor Clark Chapin turned out, sometimes single-handing and once with Chuck White, both donning masks. Craig Kivi and his faithful four-footed crew, Broker turned once. We were out several times, wind permitting. When not actually racing Tyler would attempt to provide formal starts and finishes. He even managed to talk a Flying Scot and an Interlake rental to join us for a few legs.

Although PYC could not have a formal season this year, we all tried to make the best of it. We had fun and kept our skills alive. Next year we hope to be back to our regular season and more participation.

Tyler and Felicia