



# The Mainsheet

## Newsletter of PYC Sailing

(Vol 2 No. 2, April 2021)



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 Back issues are available [HERE](#).

### Photo of the Month



The Service Boat will be uncovered and ready for action soon!

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### Your 2021 Race Committee

Jack White, Chair  
 Brook Smith, Vice Chair  
 Clark Chapin, Secretary  
 Ty Cathey (IL)                 Rick Lyons  
 Tom Ehman                     Bill O'Donnel  
 Bill Foster                     Kerry Pebbles (FS)  
 Brian Hawkins                 Ann Taylor  
 Rick Jarzembowski         Steve Wiseman (LA)

### 2021 HPYC Board of Governors

Brian Hawkins, Commodore  
 Clark Chapin, Secretary and Past Commodore  
 Brook Smith, Treasurer  
 Bill Foster, Governor  
 Bill O'Donnel, Governor

### Race Committee Prepares for 2021



The Race Committee met in February and March to work through the details of our 2021 sailing season. Much still depends upon how the pandemic and vaccination programs progress in

the months ahead, but plans are underway to get the Signal Boat and Service Boat uncovered, launched, and ready to go for an early May start to the season.

The Notice of Race, Race Schedule, and entry form were sent out in mid-March and are available [HERE](#). Highlights of this year's program include:

- The Large Boat Silver (Thursday Night) Series will have 16 race nights. We are going to have more, shorter, back-to-back races (not unlike the Small Boat Silver (Tuesday Night) Series).
- The Gold Series will have eight, scheduled race days with 3 back-to-back races scheduled on a staggered basis (usually every other weekend). We anticipate shorter, more tactical races.
- One RM crew will serve for all three races on any given day.
- In order to better ensure that there are eight race days, eight additional days will be designated as alternate (make-up) days. If a race day is moved to an alternate weekend, then the designated race management will be expected to cover the alternate date.

- Gold Series races' Warning Signal on Saturday is at 1200, Sunday is at 1300. In each case three races will be attempted.
- Small Boat Silver Races' Warning Signal is at 1830, Large Boat Silver warning signals will be at 1900 from 27 May to 12 August, and 1830 thereafter.
- There will be several different events designed to increase the number of sailors at PYC, and there will be opportunities for you to help out in this endeavor.

The Race Committee is committed to welcoming racers with boats that are not members of our existing racing fleets with Portsmouth Handicap scoring if necessary.

## 36<sup>th</sup> (and 37<sup>th</sup>) America's Cup



The 36<sup>th</sup> America's Cup Match wrapped up on 17-Mar in Auckland, New Zealand. Emirates Team New Zealand (ETNZ) beat Luna Rossa Prada Pirelli 7-3 in a match that was closer than many expected and also in unusually light winds, in some cases barely above the 6.5 kts lower limit.

Immediately after the conclusion of racing, the Royal New Zealand Yacht Squadron accepted a challenge from the Royal Yacht Squadron in Cowes, UK and the British challenger, INEOS Team UK for the 37<sup>th</sup> America's Cup Match.

Details have not been made public, but rumors persist that this is an unusual, precedent-breaking challenge for several reasons:

- The challenge is actually for two events – the 37<sup>th</sup> and 38<sup>th</sup> Matches. The 37<sup>th</sup> Match will be held late next summer in Cowes, England solely between ETNZ and INEOS. One presumes that the money for staging this event will be supplied by Sir James Ratcliff, the CEO of INEOS and the wealthiest man in the UK.

- Whichever team wins, the agreement includes that the 38<sup>th</sup> Match will be held back in Auckland in 2024 and will be a more “normal” multi-challenger event.
- The challenge includes a strengthened nationality rule and conditions to prevent other teams with deep pockets from “poaching” major members of ETNZ such as their winning helmsmen and tacticians.
- There are looser nationality requirements for nations that have not recently challenged for the Cup, which could include Australia or Switzerland, home of Team Alinghi.
- The 75-foot foiling monohulls (AC75's) will be used for the next two Matches, allowing stability in the design formula to (somewhat) limit costs.

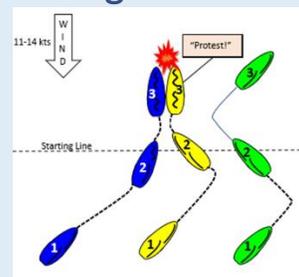
If this is indeed the framework of the INEOS challenge, it will mark the first return of The Auld Mug to Great Britain since the Yacht America first won it in 1851.

## 24<sup>th</sup> Canada's Cup – 2021

Labor Day weekend will see the culmination of a multi-year effort to reinvigorate the Canada's Cup, a match racing challenge between American and Canadian clubs. Originally scheduled for last year, the competition will use one-design boats, the Melges IC37. There will be both a defender and challenger selection with the winners to face off for the trophy,

Use of a one-design boat will keep costs down and using the same design over the next few biennial cycles will allow more teams to compete

## Racing Rules Book Club Continues!



The Racing Rules of Sailing were revised for 2021. All US Sailing members can download an app for Android or Apple devices that contains not only the rules, but links to Dave

Perry's book “Understanding the Racing Rules of Sailing through 2024” and the US Sailing Appeals

Book. Hardcopies of the rule book are available for the shipping and handling fee only of \$7. PYC continues to host an online discussion of the rules using sample quizzes from a variety of sources. US Sailing members can download the new rules onto their phones at USSailing.org or order a new printed book at a discount price. The series continues on Thursdays through 22-Apr each **Thursday at 7:30 PM** on Zoom: Meeting ID: **482 219 6565** Passcode: **1067**  
<https://us02web.zoom.us/j/4822196565?pwd=em9EVGIXNEFaQXNVcFpTSEI2RWtuUT09>

## Handling a Sailboat Practice Tips

### Clearing weeds from the centerboard and rudder as efficiently as possible with practice.



When just sailing around weeds that get caught on the centerboard and rudder is not much consequence unless you planned to be back to

shore at a certain time and the wind speed is dropping. If you are racing, these can take you off pace if you've collected very little, or more than your fair share.

It's possible to steer around floating clumps of weeds or even single strands. Also, when racing, weeds need to be cleared off before the start, but as close to the start as practical, but leaving enough time to gauge your start and be on time.

The centerboard will typically pick up the most first, so when clearing these, practice steering around the mass to avoid more on the rudder. If not successful then the rudder is next. If you only clear the centerboard and leave the rudder unchecked, this tends to be slower than double-checking overall.

With a buildup of weeds the boat will slow down or could drift sideways, so practicing removal is important to minimize the drag it creates and should make it worth the effort if practiced and done well. The effort also lets you know it may not be weeds taking you off pace if you come up clean, but maybe different sail trim, or weight placement are called for.

Also, if you come up empty handed after clearing both in sequence then you know you may not have to check as often. You should be able to gauge the rate of checking needed based on what you see floating on the water.

Typically, the least disruptive time to clear weeds while racing is just after the windward mark after you're on course for the next mark at maximum speed for the conditions, or in a lull with everyone around you, and also before the leeward mark.

### Clearing centerboard weeds – close hauled:

#### Boats with a line that pulls the centerboard up:

- With momentum on your normal course, briefly steer and coast 15 degrees or so closer to the wind depending on the boat. This allows the sail(s) to luff slightly and reduces the side pressure on the centerboard so it can slide easier in the trunk. This also reduces most if not all side-slip to leeward while the centerboard is raised.
- The crew if possible could grab the centerboard line from before the cleat and quickly pull the centerboard up only just high enough for weeds to slide off. Practice as needed to find this height and at various speeds - then mark the line for reference.
- Lower to original height before bearing off back to close hauled.
- Observe the success that floats out from under the hull and determine the need for the rudder to be cleared and when.

#### Boats with a daggerboard – close hauled:

- As described above - Steer closer to wind, as needed, to reduce the pressure on the daggerboard while keeping up momentum. Then and with good rope handle secured at the top of the daggerboard, yank the board up to a predetermined height, then quickly shove it down and return to your normal course.

Once practiced there should be minimal sideslip if any and very little loss in speed.

Once practiced there should be minimal sideslip if any and very little loss in speed.

Clearing rudder weeds - all points of sail:

Some boats have a very long back deck, tall transom, and a long rudder blade, so if possible, like on a Flying Scot a rudder lift kit is safe and efficient.

For others the only way to clear weeds is to lean over the back and run your hand down the leading edge of the rudder, or actually tilt it up just enough and then back down if conditions allow. Do not sail with rings on your fingers, they could slip off.

- If not in overpowering conditions, the basic procedure for hand clearing is to quickly go for the back of the boat and drive the back hand down the leading edge of the rudder blade in one motion pushing them off the end, and return to the normal sailing position as quickly as possible. In some cases, depending conditions, on multi-handed boats the crew could do this work while the person on the helm slides forward and manages the rest of the boat keeping the boat on its lines.
- If single-handed and no mainsheet cleat plan on holding the mainsheet and the tiller in your front hand and with practice work out how to get back forward without loss of sheet tension and steerage (hand over hand technique?), or put a quick slip loop in the line at the ratchet block before you go for it. Sorry I can't explain either in the space allowed, but can try to demonstrate when we get back on the water.

So just like any other technique, clearing weeds should be practiced as well, at all points of sail. After an extensive search there are no weed clearing technique videos I could find except this one [HERE](#). Quiz - Do you think the portion of this device above the rudder head would clear an Interlake boom?

*Rick Lyons*

## From the Back of the Boat – Steve Wiseman



Covid19 and safe racing...and the other stuff that goes with it. This will be written thru a lens of my recent retirement from being an infectious

diseases clinical pharmacist who happens to sail. As I write this, Michigan has become the nation's hot spot with the fastest growth rate of new infection and is second in the country for 7-day new cases, with numbers still rising of the variants. The

situation is not as dire as last year with these number since we now have about 25% of adults with at least 1 vaccine dose. Vaccination of at least 70-85% of the population will eventually give us reasonable expectation that the virus is in low numbers around us. Kids can be carriers and won't be getting vaccinated until at least the Fall, assuming the trials work out. Recent polls continue to say that 30% of adults will not get the vaccine. All of this presents a problem for attaining herd immunity. In addition, the vaccines are not 100% effective in preventing infection and it is likely we can transiently carry the virus in our upper airway and nostrils despite vaccination. The reason for the latter is that the type of antibodies we make and circulate to fight it off don't get to that area very well.

BUT our outlook is changing, and we can make a safe sailing season IF we all do what we need to do: keep up the CDC-recommended masking and social distancing, despite our own vaccination. PYC will update the indoor and deck requirements as needed. While the CDC guidance does not address what precautions are needed on the water in the sun and wind, we can take some comfort that the virus is killed by UVB; but can take as long as 20 minutes on exposed surfaces.

So, what do we do on the service and committee boats with someone not in our household or bubble, especially in the rain?

My recommendation will be to have the briefer prep the boats as usual except wearing gloves and disinfecting the hard surface items (e.g., steering wheels, gear shift, key fobs, radios, binders) might be warranted if case numbers stay up. Wet masks don't work well but might offer some protection. Don't huddle under the canopy without a mask and keep your distance. Service boat occupants will likely keep the boat moving and not present a risk except maybe at the hoist. One person should bag up the 'stuff' and bring it in as usual. Keep social activities outdoors if possible. I will also speculate at this time that we might reach a point at which proof of vaccination will be required for indoor dining where masks come off. So, keep your vaccinations cards safe and be safe!