



# The Mainsheet

## Newsletter of PYC Sailing

(Vol 2 No. 3, May 2021)



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Back issues are available [HERE](#).

### Photo of the Month



Your intrepid editor and Chuck White (left) sailed Interlake #1317 in the 2021 Chiefs Regatta at Leatherlips Yacht Club on Saturday 1-May. It was a sunny, blustery day.

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### Your 2021 Race Committee

Jack White, Chair	
Brook Smith, Vice Chair	
Clark Chapin, Secretary	
(IL) (Vacant)	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

### On Your Marks, Get Set, Go!



Quartermaster Rick Jarzembowski, along with Brian Hawkins, Steve Wiseman, Bill Foster, Jack White, and Clark Chapin met on Saturday 14-Apr to prepare the Signal Boat and Service Boat for launching.

There were some (ahem) challenges, but nothing that imperils the start of our season on Saturday 22-May.

Among the new features are a new iStart automated timer for a 3-minute starting sequence, a new orange shape to mark one end of the starting line, and a new fire extinguisher on each boat.

### Interlake and Sunfish Regattas on Tap

The first Interlake regatta of the year (aside from the Mid-winter Championship in Florida most non-COVID years) has been the Chiefs Regatta at Leatherlips Yacht Club for the last 50+ years. This year's event was a 1-day affair held on Saturday 1-May. Participants included past champions Scott Savage, Steve Aspery, and Hank Boissoneault. Clark Chapin and Chuck White attended for PYC and

managed to finish seventh out of 19 boats. The weather was warm and sunny with winds that built all day long, culminating in a blustery fourth race that saw three boats collide and capsize at the leeward mark.



The Greater Detroit Sunfish Club will host a 1-day regatta on Sunday 16-May on nearby Base Lake at the Michigan Sailing Club. Details are [HERE](#). Contact Carey Jones at

[CWJones321@Yahoo.com](mailto:CWJones321@Yahoo.com) for even more details.

## 2021 Racing Program

The 2021 racing program will kick off on Saturday 22-May, Memorial Day weekend. This year's program has many changes to make participation easier and more fun. More details are [HERE](#).

### Gold Series

The Gold Series is about every other Saturday starting on 22-May and then June 5 & 19, July 17 & 31, August 14 & 28, and then the Commodore's Cup races on September 5 (Sunday) and 6 (Monday). For most of those dates, if we are unable to sail, the makeup date is the following Saturday.

### Silver Series – Small Boats

The Silver Series for Sunfish, Lasers, and other small boats starts on Tuesday 25-May and continues for 15 more evenings, wrapping up on 7-Sep. This is further subdivided into a School's Out Series from 15-Jun to 17-Aug as well as Spring and Summer Series.

### Silver Series – Multi-handed Boats

Larger boats (Interlakes & Flying Scots) sail on Thursday evenings from 27-May through 9-Sep. Each date for both the Gold and Silver Series features multiple short races that give everyone chance to mix it up on the starting line multiple times.

### Additional Activities

In addition, three dates (one each in June, July, and August) have been reserved for special activities.

13-Jun: Slalom Race (see below)

10-Jul: Fun Races

8-Aug (Sunday): Pursuit Racing

## Outhaul Disaster Preventer

Few things, outside of a capsize, can ruin you race (or day spent sailing) faster than having your outhaul suddenly break. When that happens, the clew of the mainsail scoots forward several feet, the boom drops onto the rear deck, and the boat becomes impossible to sail.

Your Outhaul will break, it's only a question of when. The cable is highly stressed and must make a 180° turn at the block just beyond the boom band. Plus, there are various swaged fittings involved, each with the possibility of stresses and therefore fractures. It's hard to inspect the outhaul cable because so much of it runs inside the boom.

The Outhaul Disaster Preventer (ODP) prevents this foreseeable occurrence from totally ruining your day.

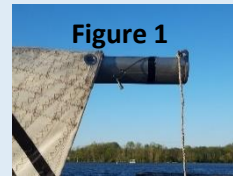


Figure 1

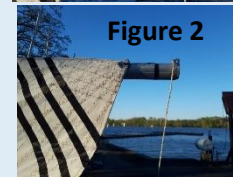


Figure 2



Figure 3

### Installation

Tie one end to the eye at the end of the boom that otherwise might secure your topping lift using a bowline (Figure 1).

Secure the outhaul to the grommet on the clew of the mainsail (Figure 2).

With the outhaul loosely secured to the clew of the mainsail, pass the line through the grommet at the clew, back through the

boom end eye, and tie it securely to the clew grommet using another bowline (Figure 3). Now, when the outhaul breaks, the clew can only travel a short distance up the boom to the "outhaul off" position. The mainsail draft and shape will be compromised, but you can still sail the boat and finish the race.

Easy-peasy, no?



## Spring De-SNAFU Guide – Rick Lyons

Preparing your sailboat and gear for a breakdown-free season should start with an open mind, noting that just because all was working fine at the end of last season may not be what happens the first day of sailing, or throughout the follow season.

Categorizing and prioritizing areas of the boat and gear has been proven helpful in focusing efforts to not skip an area, or give lead-time for repairs in critical areas. This could be a fall checklist as well.

- Trailer** Typically overlooked until something happens. Frame, springs, wheel bearings, lights, bunks, rollers, mast cradles, padding, tie-downs, and license plate with bracket.
- Winter Cover** Dry and make ready, or replace, for fall.
- Summer Cover** Hopefully this was stored in a rodent free area. Inspect for rot or sunlight seen through the cloth looking from below, loose stitching, and broken or worn fastenings.
- Sails** Stored with the summer cover? These probably should be inspected at the end of the season with repair services slower in the off-season. Never the less give these a good look. If necessary to get on the water quickly, apply the proper weight adhesive sail tape as needed while waiting for a proper repair or to permanently sew it down, but don't rely on sail tape alone, long term, in high stress areas. Leave the duct tape at the store, just a mess used anywhere in no time.
- Sail Tell-Tales** Adhered to sail well, frayed or missing?
- Sail Battens** - Account for all at proper length, no sharp edges, no bends or twists. If they tend to come out, at least secure with sail tape.
- Cockpit Bailers** Perform a pre-launch test for leaks by adding a few inches of water in the cockpit enough to submerge properly closed bailers and look under dry hull for signs of seepage.
- Hiking Straps** View at anchor points whether line or mechanical; looking for webbing integrity, rotted stitching or tears. Useful comfortable setting? Are the screws securing them secure?
- Hull** Fill large scratches or dings.

- Leaks** Lingering water in a hull can do more hidden damage structurally than just the nuisance of removing the temporary weight, regardless of hull style. If an enclosed hull like a Laser, catamaran, or flotation tanks and water is present when removing the hull plug, perform a pressure check with light air pressure after sponging soapy water over the entire hull, hardware and bonding seams, watching for bubbles to isolate the leak(s), and seal. Completely drying out the hull by adding inspection ports may be required to get airflow prior to sealing or to preform a fix. **Urgent!**

Sealants applied to seams, internal surfaces, or the external bottom or side of a mast step tube like on a Laser **do not work** and permanently preclude adhesion of a proper leak seal later with epoxies. Only apply liquid sealants or silicones to easily accessible external hardware mounting surfaces.

- Hull Drain Plug** Integrity of sealant between the hull surface and the housing, and O-ring condition.
- Inspection Ports** Integrity of sealant, cracks in mounting ring or lid, and O-ring condition.
- Centerboard Gasket** Deformation, or tears.
- Rudder and Centerboards** Fill dings and scratches, varnish wood, stops, handles, bungees and hardware tight. Lifting and lowering systems free flowing and manageable.
- Tiller** Tight fit in the rudder head, tight hardware. Weakness at sun exposed area or varnish.
- Tiller Extension** - Integrity of universal when twisted all around and pulled with force at all angles and extremes. Wrap of good hockey stick tape for no slip grip.
- Mast and Attached Hardware** Straight? Sail feed entry smooth. Hardware tight and not cracked, halyard shackle action and security when attached.
- Standing Rigging** Remove tape from the wire rigging ends; inspect pins, rings, and the entire length of the wires and lines. **Do not used black tape when re-taping**, it heats up and oozes its adhesive making a mess, suggesting white tape.
- Hardware and Trim** Bent out of shape cotter rings/pins, worn clevis pins at hole or shaft,



loose hardware, worn hardware, tight rub rail screws, rivets, cam cleat action, free spinning sheaves, traveler or jib sheet car and track, daggerboard brakes, etc.

- Running Rigging and System Flow** Lines, bungees, wires, and related hardware for proper action, friction twists found in purchases, ease of flow, integrity, bunching of cover over core in lines, knots, whippings, or heat seals.
- Boom** Straight? Cracked gooseneck hardware, cracked block hangers, rivets, bent cotter rings, torn or missing mainsheet sleeve, outhaul wire or line at the ends and where passes over hardware.
- Spinnaker Pole** Straight? Tight hardware, end trigger action with and without using trip line, trip line integrity, and storage system.
- Spinnaker Sail Storage System** Integrity of storage unit, and a clear snag-free path to deploy or retrieve that's free of poke points like; pins, rings, track ends, gooseneck, vang, forestay hardware and jib hanks that need smoothing, taping, sanding, or filing.
- Wind Indicators** Yarns on side stays, homemade, or mechanical elsewhere. Action, integrity, and estimated life span.
- Mast Rake** If the mast is held up with wires usually most well-known one-design sail brands have a specification you can find online for the angle of the mast fore and aft and other recommendations to get the most out of their sails.
- Reference Markings** Renew on lines, spars and brain.
- Compass** If you happen to use one on our pond, then check fastenings, liquid level and review its use.
- Life Jackets** Look over for tears, weak or soiled cloth, broken zipper, broken clips, missing or frayed drawstring, or missing ratings tag or stencil. You may need to replace if any of these issues. If inflatable version, you decide on reliability.
- Other Safety Gear** Paddles, throwable, fire extinguisher, anchors and line, sound mechanisms, radios, charts, lights, etc. depends

on class, size of boat, waters being sailed, or event notice-of-race and sailing instructions.

- Sunglasses** Polarized with UVA/B. Tight temple screws, cracks in frame, lenses beyond scratched.
- Clothing** Generally folks don't sail in street clothes, what ever is special give it a once over; from hats, trapeze harnesses, wetsuits, sun-block clothing, rain gear, shoes, boots, hiking chaps, swim trunks, or shorts.
- Sailing Watch** Review operation of timer with actual multiple tests and resets.

Check Those Cotter Rings and Pins - Especially those not easily taped down directly to its hardware, or out of frequent view...

## Slalom Race Returns!

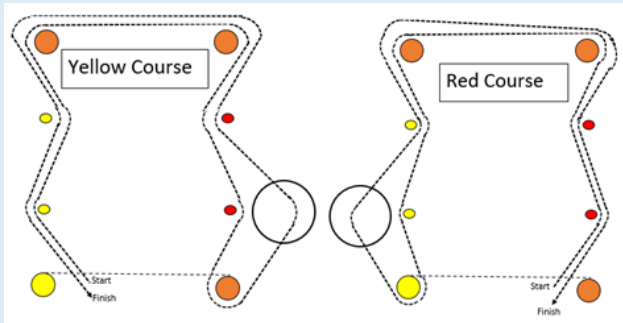
Last year's Slalom Race was the first ever and was a success, even if the conditions were sub-optimal and we could have used a few more participants just to give Steve Wiseman and Jim Sundstrum a break between races, but it's back now and we hope to see more participants on Sunday 13-Jun. This event is open to PYC Members as well as non-members. Again this year, we're limiting the event to singlehanded boats, but if a larger boat shows up and wants to try out the course, we should be able to accommodate them. There is no entry fee for registered racers and only \$20 for anyone else.

### What is a Slalom Race?

A slalom race is a race with only two boats. Each boat tacks and jibes to sail a course upwind and down faster than the other boat. The boats rarely are near each other, so the tactics and rules of fleet racing rarely come into play. Each match consists of two heats. Videos showing slalom racing at St. Francis Yacht Club in San Francisco are [HERE](#) and [HERE](#).



## What does the course look like?



The course consists of two starting marks, two windward marks, and four smaller buoys (two yellow and two red) as shown above. The boats start at opposite ends of the starting line, sail as shown, and then swap courses for the second heat in each match. The boat with the lowest total time after both heats wins the match and scores a point. The black circles above indicate that each boat “skips” a mark just after the leeward mark. Each heat lasts about four minutes.

## What happens if a boat touches a mark?

If a boat touches a mark, but still rounds it on the correct side, there is no penalty. The Sailing Instructions will turn off Rule 31 TOUCHING A MARK for this event.

## Where can I get more information?

The Notice of Race, Sailing Instructions, and a group of Frequently Asked Questions (FAQ) are located [HERE](#).

## Sailor of the Year Award

Next to the Thomas Lott Trophy, our Club’s most prestigious trophy is the Sailor of the Year Award. This trophy was established in 1981 by Thomas Ehman, Jr. and his wife Leslie. The conditions state: “Given in recognition of outstanding performance in competition and sportsmanship. Selection is by the Board of Governors with input from the Race Committee. The recipient must fully meet with standards; the award is made annually. The recipient should have demonstrated extraordinary performance both at Portage Lake and elsewhere. The person shall have been a credit to the club in demonstrated sportsmanship. The award is not conceived primarily as a service award, but the person should have made a “fair share”

contribution to the Club programs. The recipient must be a member of both HPYC (PYC) and US Sailing.”



Figure 1 Sailor-of-the-Year Award

“Either a skipper or crew may qualify. In fact, the intent is to be especially alert for a crew worthy of recognition. If a skipper-crew combination has extraordinary success (e.g., wins the Adams Cup), it should be awarded to that team. However, it is not envisioned that two skippers would share the award in a given year.”

The trophy consists of a ship's barometer mounted on a pedestal base. Previous winners are:

Year	Winner	Year	Winner	Year	Winner
2020	<No Award>	2006	Brian Hawkins	1993	Tom Ehman, Sr.
2019	Rick Lyons	2005	Bill O'Donnel and Brian Hawkins	1992	Clark Chapin
2018	Bill O'Donnel	2004	Michael Ehnis	1991	Clark, Gordon, & Bill Chapin
2017	Rick Lyons	2003	Jim Meyer	1990	Brook Smith
2016	Brian & Suzy Hawkins	2002	Brook Smith	1989	Clark Chapin
2015	Tom Ehman	2001	Forest Rogers	1988	Dick Weaver
2014	Brian Hawkins	2000	Barbara Johnson	1987	Rick Lyons & Alan Stevens
2013	Fritz Wagner	1999	Forest Rogers	1986	Rick Lyons
2012	Brian Hawkins	1998	Steve Wiseman	1985	Rick Lyons
2011	Brian Hawkins	1997	Clark Chapin	1984	Rick Lyons
2010	Clark and Bill Chapin	1996	Doug Christensen	1983	Rick Lyons
2009	Clark Chapin	1995	Clark Chapin	1982	Tom & Martha Ehman
2008	Clark Chapin	1994	Tom Ehman, Sr.	1981	Rick Lyons
2007	Brook Smith				

Several people have won the award more than once, especially with their crews. The multiple winners are:

Winner	Awards
Rick Lyons	8
Clark Chapin	8
Brian Hawkins	6
Tom Ehman, Sr.	4
Brook Smith	3
Forest Rogers	2
Bill O'Donnel	2

As a general rule, winning a national championship puts you on the inside track for Sailor of the Year. Rick Lyons and Alan Stevens won the award in 1987 for, among other things, winning the Interlake Nationals.

If the award had been in place in 1974, Rick Lyons would have surely won it for capturing the US Sailing Smythe Trophy for singlehanded junior sailors, but that's a story for another time. Clark, Gordon, and Bill Chapin were second at the 1991 Interlake Nationals and won the award in that year.

## From the Back of the Boat – Jack White



There is a certain comforting rhythm to the small events and rituals that illuminate our calendars. Ritual to mark the seasons is an important part of culture, and, in some small way, the beginning of sailing

has that feeling.

Spring and the beginning of sailing is a time to reflect on our sport and on the circle of friends that make up the PYC sailing program. There are a few changes this year, but the cadence is familiar. The race committee meetings start in January, and the rules seminars shortly after. We meet over zoom now, but familiar topics and old friends adds a warm luster, in the cold months, to these first stirrings of a new season.

The lake, itself, is transformed by Spring from a dreary landscape to a place where you might really

want to go sailing. The ice melts, the ducks/geese/cranes return. And the days get longer and warmer. The first time I get a chance to go out on the water, for any reason and in any craft, is such a great feeling.

Pretty soon it is time to start getting the signal and service boats ready. Some things are different this time. Fritz Wagner has retired from the program and from his service as quartermaster. Rick Jarzembowski has stepped up and brings new energy to the task. We meet on a chilly Saturday morning, haul stuff out, assess (and argue about) the state of repair of motors, consoles, light, and electronics. All the while we fold tarps, take down winter frames and put up the mast on the signal boat... and then take it down again because we forgot something; and then put it up again. This is not a well-oiled pit crew, it's a bunch of friends talking about sailing, and racing, and reliving some of the highlights of past seasons. Soon the boats return to their familiar, if slightly shaky, state of readiness. No matter what happens it's always a great day.

Finally, docks are in, crews are ready, and boats are launched. The beginning of a season, the beginning of fun, part of the rhythm.



(Jack White Photo)