EST 1941

July 2020



# July 2020 Edition

### **Commodore's Comment**

Well the season got off with a bang, perhaps not a huge bang but a worthwhile one all the same.

It was pleasing to see such a roll-up for the Trophy Presentation. Thank-you to all concerned.

Congratulations to those who won trophies, and I must say that, as dancers we make much better sailors! Well done, Maria!

We are certainly enjoying beautiful Queensland weather at the moment, and it was picture perfect for the first racing of the season, as it was last Saturday. Much better than sailing colleagues have down south.

Speaking of 'down south', most of you would have heard by now, the news that the Cruising Yacht Club of Australia, the most prestigious yacht club in Australia, has had to implement their full Covid response plan. It is a timely reminder that, although here in our area we seem to be relatively "safe" and clear of the virus, we do not need complacency when it comes to our own Covid Safety Plan.

All members are responsible to maintain vigilance with COVID-19 safe practices such as social distancing, good hand hygiene and to monitor for symptoms. If you have symptoms or feel un-well, please do not attend events.

I realise that this type of safety measure is foreign to us all however, those of us who attend work places, cafes, bars, restaurants, and other community social gathering areas, have all experienced Covid safety plans. It is no different for our Club. We cannot fail also, to support the management of The Gladstone Yacht Club, our leasee, in these endeavours. Please ensure you fill in the <u>Covid Safety Register</u> at the Club. If you cannot see it, ask someone. Skippers, it is recommended you log your crew for the event, on your vessel also.

Our AGM will take place sometime around mid-September. Now is the time to think what you might be able to do to help your Club. Don't wait to be asked but put your hand up early.

Besides positions on Management Committee, which I believe is well in hand, and Sailing Committee, also being organised, I envisage active volunteers for support vessels, and Race Control. Someone, permanent, to be **Principal Race Officer (PRO)** and also a permanent **Starter** would be ideal. There are Australia Sailing courses available for such positions, including for **Instructors** in Start Sailing. Perhaps someone would enjoy taking on a position as **Media and Communications** Officer, encompassing social media (Facebook) Straphanger (10 points if you know where that name came from!) and press releases.

Membership is of most importance. Someone to be <u>Membership Officer</u> would be very valuable; inviting membership, welcoming new members and introducing them to Club members and facilities. Maybe we should look to inviting cruising Yachties and perhaps power boaters to be members; a think tank maybe to understand what our Club is able to offer such people with membership. So there are plenty of areas where club members could help if they don't wish to be a Flag Officer or member of Management or Sailing Committees.

Think about it....

Commodore Brad Barker

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Special points of interest:

- Super Freak'ng Cold Series
- Sea Hill Rendezvous with CCYC
- Let's do the twist again
- AGM mid September 2020

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## **Open Air Presentation & Season Opening**



**PCSC OPEN AIR PRESENTATION DAY AND 2021 SEASON OPENING** Whew ! Thank goodness it was not raining.

With the COVID impact on our normal routines, our trophy presentation needed to be on the grass out next to the Herc Shed. With our whole season disrupted one way or the other, this was also the beginning of our 2020-2021 season. This decision was primarily made to allow our Div 4 Impulse sailors some sailing before the Impulse State Titles in September, but I am sure all other sailors are more than happy to see sailing start.

Action started early in the morning with helpful members launching boats, putting up a marquee cover, setting up trophies, trialling the microphone, printing programs and setting up COVID requirements. With the COVID restrictions, usual presenters were not able to give the trophies, which this year, were placed on a table to be collected by the winners. Winners, after receiving their prizes then displayed their dancing prowess, competing for a bottle of rum with a Happy Dance. Congratulations go to Maria Mohrholz on her efforts, particularly after her last award, though Tony Constance's mower and shopping dances were impressive.

Post the presentation Club members mingled and enjoyed the BBQ before rallying to tidy up. A briefing for the fun race then saw the beginning to the rest of the day where sailors enjoyed perfect conditions on the water.

A big thanks goes to all our helpers, MC Stephen Lewis ( an old hand in this role ) and support boat crews whose efforts contributed to an enjoyable day. Colleen Sawatzki





## **Open Air Presentation & Season Opening**

### **BBQ THANKS**

Club members and families were able to enjoy steak or sausage BBQ post the presentations thanks to Bronwyn and Charlie Mann, assisted by Margie Lubke. It was all super organised and much appreciated as Bronwyn and Charlie had to fit it in before departing to a another engagement.



### THANKS TO PRIZE DONORS

Our thanks for the much appreciated donation of prizes for our Presentation Day given by members goes to:

Lynne Campbell:	Encouragement Award for Junior Girls
Barry Austin:	Head of the Harbour One Division 4
	Austin family Fairway Buoy
	Volunteer of the Year Award – Patron's Medal
Brad Barker:	Barker Family fairway Buoy
Scott Patrick:	Aggregate Handicap Points Division 1
Waugh Family:	Line Honours on Championship Days Division 1







## **Open Air Presentation & Season Opening**













## W17 Trimaran Design—part 2

### Recap from June edition

For a trimaran, we do not need a wide hull for stability, as we get this from the amas at each side ... spreading out the total buoyancy volume required, into at least 2 hulls, which can then each be <u>much</u> narrower. If we now look at a little science, we will see from tank tests that a L/B ratio of 13-15 typically gives the lowest overall resistance, so without much demand on these amas other than for 'volume with the least resistance', there is little reason to depart from this ratio.

Stubbier amas are to be avoided if you want low resistance and high efficiency. So if you measure the L/B of my amas it will indeed be close to 13, becoming even higher (slimmer) as the ama lifts out.

### Continued

The main hull has to be bit compromised from this ratio, or it would either have to be VERY long or it will not have enough displacement to carry the weight of the 3 hulls, though making it deeper can help. Making it more flared to carry the weight is NOT a good idea, as this just creates the issues that monohulls have to deal with ... the aggravation of pitching and larger bow waves. I personally consider that, 'how the water is the acted-upon at the surface between the water and air', to be an important visual indicator of resistance and I believe we can all learn a lot by looking at the 'real' shape of our waterlines when actually sailing in waves. While heeling will change this with some interesting effects, may I also draw your attention to the mostly ignored effect of regular waves passing a boats hull, and how hull flare just above the waterline can change your waterline in rather startling ways.

To illustrate this, I have drawn 3 sections with varying degrees of flare from 0 to 45 degrees. Even if considering just the trimaran format, we can see examples over this range. If the hull has no flare, the passing waves show very little change in the waterline shape, but as flare increase, there is a corresponding side bulge for each passing crest and if the flare is high, this bulge is very high too, resulting in a VERY wavy, unfair waterline where inevitably, energy is absorbed.



## W17 Trimaran Design—part 2

So this is why the sides of my W17 are almost vertical, compromised only a little to give comfort and knee space in the cockpit through a minor side slope. But the positive effect on the waterline and lack of wave creation is quite noticeable as this hull makes its way upwind against short waves at close interval.

Yet another point to consider is this. We have to find the most efficient way to include enough buoyancy in the center hull to carry the weight of all the boat, otherwise both amas could be in the water at the same time and that would add a lot of extra surface resistance for no good reason. An efficient trimaran should never have 3 hulls in the water at the same time. So where should the buoyancy be to keep resistance low? We know from the above that adding beam is NOT a good idea. In fact, to take advantage of the slim hulls possible, the L/B should really not be less than 9, and that's 3 times slimmer than most monohulls! So the only options are a longer hull (good but not always convenient or cost effective) or by making the hull deeper. This is interesting as, like a submarine, the lower the volume is under the water surface, the less surface waves will be generated or seen. So dividing the water deep under at the bow and then slowly opening this wedge with the finest possible bow entry is a very effective approach, as the surface water is barely affected. Check out this image. The water is

disturbed so little, that it's still translucent. Only low flare & high L/B ratios can achieve that.



The simple box section of the W17 is remarkably efficient in this manner, as more of the buoyancy is placed low down than with any rounded or vee'd section.

So in summary, for a low resistance trimaran hull, adding to the length or depth is fine, as we do not need hull beam for stability .... only for interior space. And removing as much flare as possible further lowers the wave-making and has the added advantage of also reducing pitching. Some designers add flare to *oppose* the effects of pitching but by doing so, they can actually create *more* pitching. As the Vee bow plunges down into a wave with its inertia, the buoyancy increases so rapidly that the bow is then thrown back up high in the air, only to fall back down in with a repeated motion. A heavy mast top can further add to this and if the center of buoyancy of the amas and main hull are also pretty much in line across the boat it gets even worse, as then nothing is working to stop this motion.

So again, the knowledgeable designer can change this by reducing the flare, lightening the top of the mast and by moving the center of buoyancy of the amas well forward of that of the center hull, so creating a dampening effect.

## W17 Trimaran Design—part 2

All these attributes are incorporated into the W17 hull form and layout and the result is noticeable from the first day out.

The W17 also includes many other tweaks of design that each offer some advantage, such as the asymmetrical ama shape and hull toe-in that when combined, help push the boat to windward ... something that can be demonstrated by pulling out the daggerboard when going to windward. Instead of the wild drift off and loss of control that a monohull would experience, this trimaran will still hold course and track to windward. Even the windward ama does not slap on passing waves but silently slices through them. The lack of water disturbance from their unique hullform, makes for a boat that is remarkably quiet through the water and also drier than most others, even in rough water. So as it's really something unique to experience, try to get yourself a ride some time and see why a scientifically conceived trimaran can make quite a remarkable sailboat.

Even if the ancient Micronesians did not have the advantage of technical studies or tank tests, they still found a similar way to go fast and in their case, it's mainly with a very long, slim central hull. But because their low volume 'amas' of bamboo offer only a very small aid to stability, their sails must be kept small and low and their crews need be very agile and athletic. The larger amas of a W17 change all that and you can safely sail this boat into your 90's.

Take a ride and let me know what you think at trimarandesign@earthlink.net

Article provided by Billy Feeney and Small Trimaran Design

### Some of our Members seem to be hobbling about at the moment !!

Robert Rosendahl is still walking with a crutch post knee surgery. Hopefully he will be back to square one for the Super Freaky weekend.

Rob Auty managed to break both ankles - good to see him mobile albeit with a moon boot still at the Presentation.

We miss our Herc crew member, Dieter Mohrholz and hope for a speedy recovery post hip Surgery. Gute Besserung, Dieter !

### **CONGRATULATIONS Josh and Naomi Young**

Happy wishes go to Josh and Naomi on the celebration of their marriage.





Photography by Marina Hobbs

## **DINKY POINT SOCIAL GATHERING**

WHEN: WEEKEND OF THE 22<sup>ND</sup> AND 23<sup>RD</sup> OF AUGUST 2020 – or longer if you're able to!

WHERE: SEAHILL, CURTIS ISLAND - see map below

WHAT: SAILING, MOTORING, FISHING AND RELAXING IN THE SOUTHERN END OF KEPPEL BAY

WHO: FMBC, CCYC, PCSC MEMBERS AND GUESTS

BBQ AND REFRESHMENTS (BYO) (COOKING FACILITIES PROVIDED) AT DINKY POINT ON SATURDAY EVENING INCLUDING;

- COCKTAIL-MAKING COMPETITION 1st PLACE WINS
  - THE "SLINKY DINKY DRINKY" AWARD
- LIVE MUSIC AND SINGING (MUSOS BRING YOUR GUITARS PLEASE!)
- GENERAL FRIENDLY BANTER AMONG BOATIES



For more information or RSVP please contact Bruce Sagnol brucesagnol@outlook.com Tel. 0409 876 186

### **ROUND THE ISLANDS / DONALD DAVEY**

The weather forecast on Friday did cause some concern being 1 knot at 1300 for Saturday the 26th July, but yachts and dinghies had a really pleasant sail down the harbour and around the islands. Yachts left QAL to port and Q4 with spinnakers then up to go around the islands. Dinghies went as far as Rich Rock for their first leg.

David Cue's iBoat was a first across the finish line for the dinghies, while for the yachts, John Ibell's Restless, after leading all the way, was unexpectedly pipped on the line by Peter Leask's Sonofabeach.





## Let's Do The Twist Again...

By Tony Constance

Recently I had the privilege of heading out with Garth and his crew for a light air sail on his sports boat to look at its sail trim and settings and how they might be optimised. This experience got me thinking more about my own boat and the way I've been setting my sails when cruising and racing.

The key points of sail that I look for optimising performance on Intriigue are deep downwind sailing under asymmetrical spinnakers and tight, on-the-breeze upwind sailing, as typically in Gladstone, a lot of our courses are upwind and downwind set. (And, again, typically our performance off the breeze is pretty good!) If I don't stay on my game, Restless might beat me over the line, and I'll never hear the end of it from Johno! I digress...

It is fairly common knowledge that there are benefits to making adjustments to a boat's mainsail trim based on conditions. The basics – outhaul; heavier breeze, flatter sail, lighter breeze fuller sail. Trim your downhaul upwind to smoothen your luff (and loosen it downwind), tighten the vang downwind to stop the boom lifting and reducing the apparent sail area exposed to the breeze. Nothing here you haven't heard of, I'm sure.

Integrating the above to your sail management, along with trimming your mainsheet, traveller and (for those with them fitted) backstay will get you 75% of the way to getting your mainsail to perform **upwind** (Note: purely subjective figure based on my opinion only!). What I am discovering more and more though is the importance of trimming your mainsail to optimise "twist".

What is "twist"? When we look at a mainsail from the helm it can be hard to discern twist as it is not well defined from some steering positions. Simply put, twist is the opening, (or falling away to leeward) of a mainsail's leech as you move from the bottom to the top of the sail. Another way of thinking about twist, if that doesn't add up, is to think about the distance between the clew and the head of the sail. If we decrease the distance between the clew and head (by easing the mainsheet or loosening the vang) we increase twist. Try and visualise it. Conversely, if we increase the distance by tightening the sheet or vang, we



flatten the sail and decrease twist. Examine the photo shown, notice how the leech falls away to leeward? You've found the twist!

To understand why twist is significant there are two key things to know. Firstly, breeze aloft towards the top of your mast suffers much less drag compared to wind at hull level and can be moving up to 20 to 30% faster. The reason for this is that it is not subjected to resistance caused by wave action, water and lower level obstructions. Believe it or not, this same drag shifts the breeze relatively further forward too. The second thing to know is that this effect is exaggerated at lower wind strengths.

Keeping a tight, round leech creates power and forces the boat to point, but it can also cause airflow to stall or overpower the boat (creating too much helm and heel). A twisted leech profile promotes airflow in light air when it's hard to get air to stay attached.

## Let's Do The Twist Again

In heavy air, the flatter, more-open sections depower the sail and help keep the boat on its feet and moving through the water. When sailing Intriigue in light breeze I find that easing main sheet and pulling my traveller to windward to centre the boom over the middle of the centre line of the boat a very effective way of powering up the main and getting the airflow to "stick" to the sail by imparting twist.

A bit of an aside if you'll permit... it sort of reminds me of, or makes me think about aircraft wing design – slower flying aircraft have wings with significant camber whereas high speed aircraft have relatively flat, or in the case of say a fighter jet, almost no camber on their wings therefore it seems that a similar theory is in action here!

Back to boats...having the right amount of mainsail twist is perhaps the single biggest key to upwind boat speed, especially on multihulls and planning monohull boats where apparent wind is increasingly critical, and evolving sail plans are lending themselves to bigger mainsails and smaller upwind headsails making mainsail trim paramount to boat performance.

So what do the experts say? A recent Sail World article (available: <u>https://www.sailingworld.com/</u> <u>understanding-mainsail-twist/</u>) featured some tips from Quantum Sailmakers, who in my opinion having owned and raced with a full suite of their sails, make some of the best gear money can buy. They say...

"In light air, use extra twist and an open leech to promote attached flow and aid in acceleration. The top batten will be open, pointing 3-10 degrees to leeward from where the boom is pointing, and the top telltale should flow aft. Sail shape in light air will be full, so it's important to keep the leech open and twisted to keep the sail from stalling. Once twist is set, position the boom on the centre line with the traveller for maximum power and pointing.

In medium conditions the boat should be moving well, so leech tension can be increased and twist reduced. This will force pointing. Overall sail shape will be flatter, so there is less danger of stall. If the boat is up to speed, it's okay to reduce twist to the point at which the top telltale stalls (disappears behind the leech). The traveller will drop so the boom doesn't get above centre line, and it will be lowered further to control heel as necessary. Using the traveller to control helm and heel in moderate conditions allows the trimmer to use twist to balance speed versus pointing.

In heavy air, control of heel is paramount. More twist will help keep the boat upright. The boat will typically have to sail at wider angles (foot) to have the power necessary to blast through waves, and that will generate more heel. In smooth water, the helmsperson can "feather" more, or let the inside telltales lift in puffs. The overall sail shape will be as flat as possible, which will help induce twist and open the leech. The traveller, which is great for fine-tuning balance in moderate conditions, usually does not provide enough gross change to handle big puffs, so twisting the entire sail with the main-sheet works best. I typically pull the traveller up a couple of feet above the leeward coaming and play the sheet to control heel. In windy conditions, use the boom vang to help augment the mainsheet."

So there you have it! Getting your mainsail twist correct and your boat performing upwind to its highest potential is something that takes time, patience and constant adjustment in relation to sea conditions and wind strength. There really is no perfect, one size fits all approach that will work for every boat, and techniques do vary with other features such as rotating masts and canting rigs. I hope that in sharing some of these ideas with you, that you might be able to tweak your boat, no matter the size or type, to perform better than it has before. For me, considering mainsail twist has been the key to getting every telltale on my main working the way it should upwind in differing conditions – fingers crossed it works for you too! Fair winds—Tony

# Sailing Calendar

Port Curtis Sailing Club Calendar 2020-21							
Wk	Date	Tides	Start	Event	PRO		
54	Saturday 25-7-20	1243 3.45 1838 1.03	1300	Round the Island / Donald Davey	Peter Miles		
	Sunday 26-7-20	0724 0.87 1341 3.41	0800	S2S Adult session 2	Colleen Sawatzki		
55	Saturday 1-8-20	1337 0.84 2007 4.22	1330	Winter Series - heat 1	Tuan		
	Sunday 2-8-20	0824 3.40 1423 0.76	0800	S2S Adult session 3	Colleen Sawatzki		
	Saturday 8-8-20	1201 3.30 1738 1.23	1330	Winter Series - heat 2	Intriigue		
	Sunday 9-8-20	0628 1.16 1240 3.20	0800	S2S Adult session 4	Colleen Sawatzki		
	Saturday 15-8-20	1207 1.16 1850 3.81	1330	Winter Series - heat 3	RSC		
	Sunday 16-8-20	0713 3.11 1300 0.96	0800	S2S Adult session 5	Colleen Sawatzki		
	Saturday 22-8-20	1133 3.80 1736 0.63	1330	Dinghy Day	Colleen		
	Saturday 22-8-20			Dinky Point Rendezvous (Seahill weekend)	ссус		
	Sunday 23-8-20	0608 0.58 1223 3.72		Dinky Point Rendezvous (Seahill weekend)	ссус		
	Saturday 29-8-20	1243 1.05 1913 4.03	1330	Winter Series - heat 4 (dinghies) Super Freak'ng Cold Series (yachts)	Robert Rosendahl		
	Sunday 30-8-20	1333 0.90 1957 4.14		Super Freak'ng Cold Series (yachts)			
	Sat/Sun	1051 3.59 1643 0.93		KBSC Val Sisley KBSC Impulse State Titles			

### HIGHLIGHT Events Coming Up

Super Freak'ng Cold Series—weekend 29th & 30th August

**CCYC Sea Hill at Dinky Point—weekend 22nd & 23rd August.** Any PCSC challengers for the Slinky Dinky Drinky Award.

Dinghy Sailors race practice in the winter series for the Impulse State Titles in September

**ATTENTION LADIES**—Would you like to be our **SHE SAILS** rep with Australian Sailing and promote female participation in sailing at our Club? Please contact Sue Doyle for details. Sue\_doyle@ymail.com

## Snippets

### PRO ROSTER

Members ! Don't forget to put you name in for a day you would be able to do PRO DUTY.

Yachts have been rostered on leading into the Impulse State Titles in September to give our dinghy sailors race practice, but there are many more Saturdays to come.

Members can select their preferred day either by contacting the Sailing Committee (admin@gyc.com.au), or using the online Roster calendar on our website—Events, Calendars and Regattas page.

https://www.gyc.com.au/sailing/important-information/

### **START SAILING HELPERS !**

We have a full course of six people in our current group which started on 19th July for five Sundays. Any assistance on the support boats is most welcome – Sunday mornings 0800 – 1200 finishing 15/8/20

### RACE OFFICIALS COURSE

Highly recommended for Starters and useful for PRO's and other race officials.

The Club Race Officer webinar is aimed at educating Australian Sailing Members in the basics to conduct consistent, fair and safe club racing.

Online webinar 3.5 hours. Dates are mainly on Saturdays. The cost is \$45, funded by our QGrant.

More information on the following link: https://www.sailing.org.au/course-finder/46/

### **GRANTS UPDATE**—Active Restart Infrastructure Recovery Grant.

Supporting up to 3,000 eligible sport and recreation organisations. Closes 7th August 2020.

There are two categories of funding: Category 1 – projects up to \$5,000

Category 2 – projects between \$5,001 and \$20,000

### What can it be used for?

### Equipment to:

- deliver activities/programs
- assist in facility maintenance
- deliver events and fundraising opportunities
- deliver new activities/modified programs
- hire to community
- reduce organisational costs

### Minor works to:

- repair or maintain infrastructure
- create better quality spaces
- provide safe and secure environments
- improve accessibility and use of the infra structure

Would you like to join our

GRANTS TEAM and work

on our application !!

- provide modified facilities
- reduce organisational costs



### PORT CURTIS SAILING CLUB

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Website: www.gyc.com.au

We WANT to hear

from you !

#### Straphanger Disclaimer:

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### **REMINDER !!**

Please email items by 25th of each month to allow editing and publishing to happen by the end of that month.

## **Opening Times & Contacts**

### **GLADSTONE YACHT CLUB RESTAURANT AND BAR**

Restaurant and Bar opening hours 11.30am - late 7 days.

Bookings required during COVID-19 return:managementGYC@hotmail.com 4972 2294

### PORT CURTIS SAILING CLUB INC.

Commodore: Brad Barker

Vice Commodore: Garth Breayley

Treasurer: Sue Doyle

Secretary: Margie Lubke and Sue Doyle

Club Captain: Mitch Brown

